

small air forces observer

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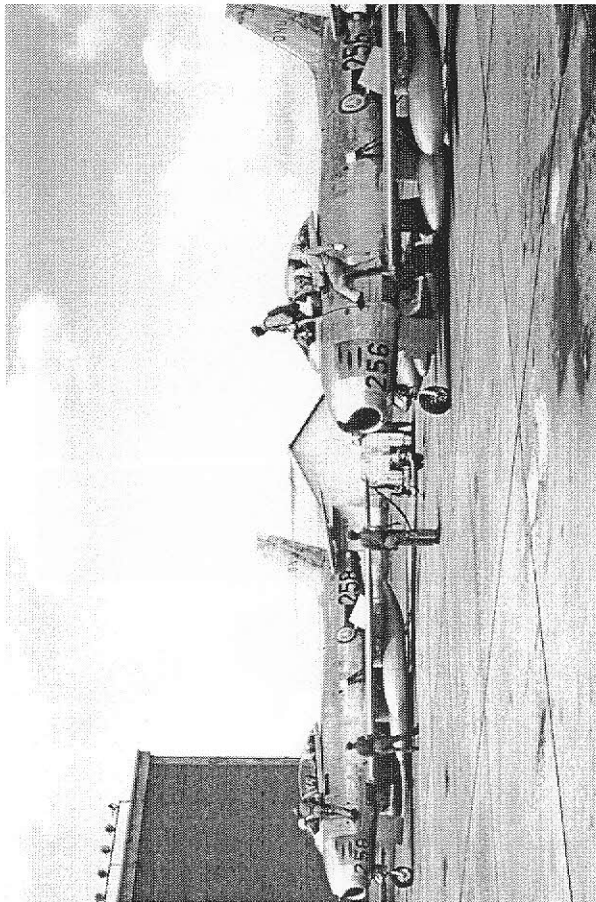
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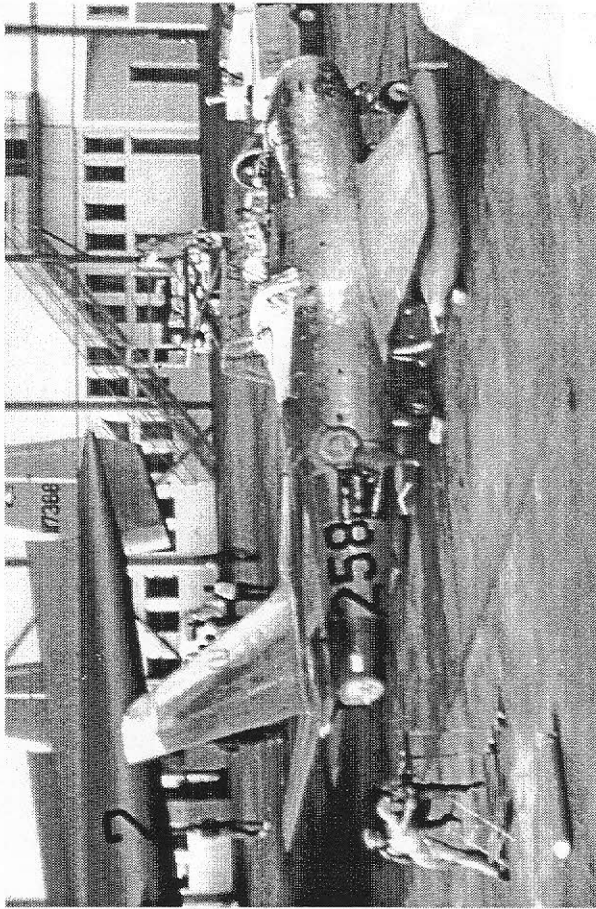
**Austro-Hungary's First War Prize
Paraguayan Hiller Helicopters
UN Sabres in the Congo
Greek Wellingtons
Abu Dhabi AW.139
UAE F-16E**

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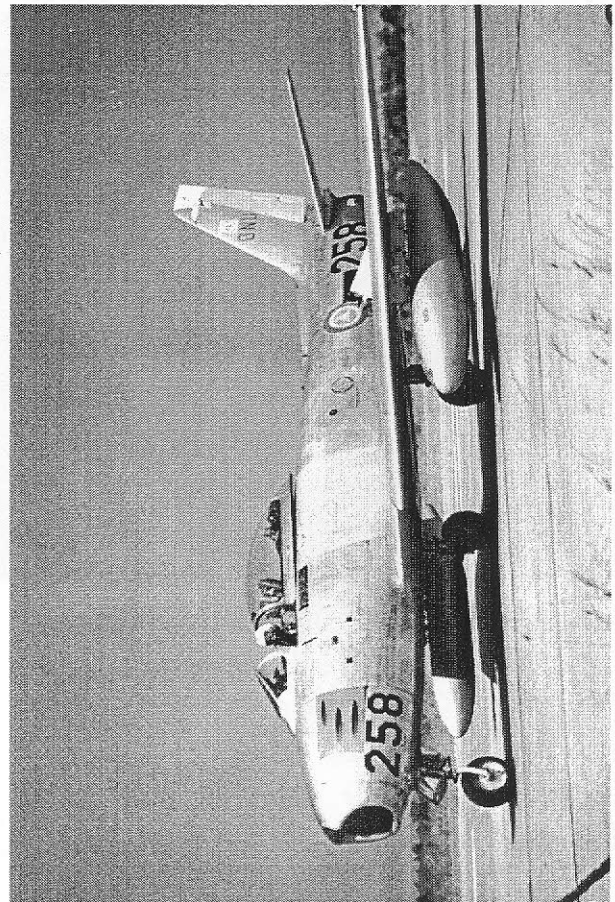
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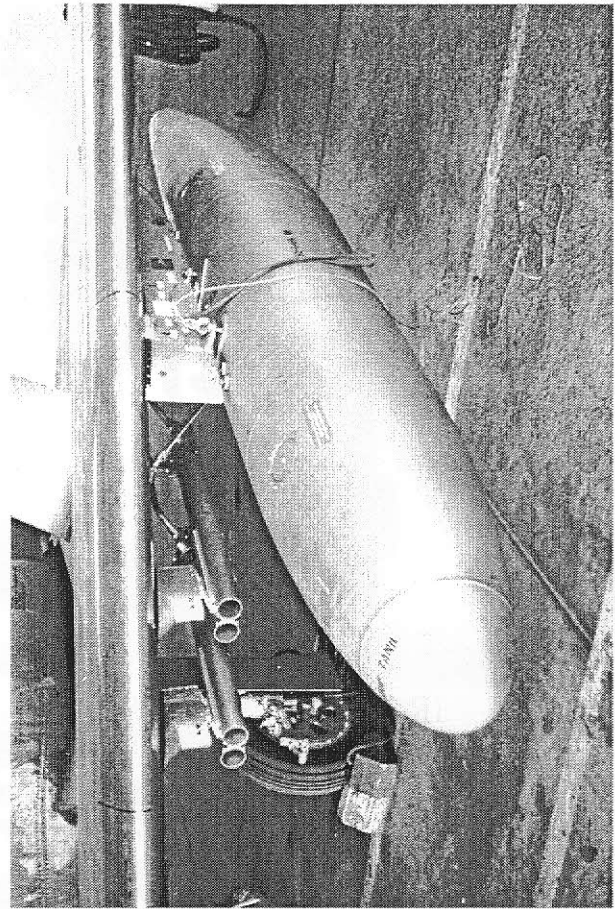
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SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearing House

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COVER COMMENTS: An Iranian pilot of UN Fighter Squadron 103 pauses before the camera before a sortie in his F-86F Sabre from Kamina air base, the Congo, in the spring of 1963. (Photo via Per Björk). This photo is an introduction to the article on the Sabre in the Congo – the latest in the continuing series of articles by Leif Hellström on the aircraft that served during the civil unrest in the former Belgium Congo.

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[Editor's note: Lennart Andersson sent the following e-mail about his well-designed websites. One contains complete texts for his articles and is well worth visiting.]

"If you like to you could perhaps advertise my website with articles, some of which are definitively of small air forces interest! Tuva, Korea, Afghanistan, Persia, Saudi Arabia, Yemen, Sweden, etc.

<http://www.artiklar.z-bok.se>. The website where I show my books: <http://z-bok.se/gpage.html>." Lennart Andersson (SAFCH #68), Sweden.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION

(APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail AS40. International payment is best handled via Paypal at iansharyn@bigpond.com.au). Web Site: www.apma.org.

3/4-09(40 pages) The China Issue. "PLAN Qing-6" 10 pages on the Be-6 converted to turbine engines by the Chinese including 5 b&w photos and one color photo and 1/72-scale drawings on conversion of the old VEB kit of the Be-6. "Aircraft in China 1920-40" 5 pages (the first of an "occasion series of articles") including short descriptions of aircraft's history in China and ten 1/72-scale side-view drawings (Central Government Hawk 75H & 75M; Kwangsi AW Atlas II, Avro 637, Avro Avian IVM, Nakajima 91, & Nieuport ND29)); and Shantung Junkers K53, A20, & F13). The captions of the drawings give color information, but no information on the markings. Non-aviation articles include "Modern PLA Armour" and "The Yangste Incident".

AUSTRIA

ÖFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggeldf 18/2/14, A-1160 Wien. Write for free sample.)

4/09 (40 pages). "Lloyd C.V: 1. Serien-Doppeldecker mit Sperrholztragflächen" 7 pages including 11 photos and 3-view scale drawing. "Eisenstadt-Trausdorf" 11 pages including 9 photos and 12 side-view drawings of training aircraft in Luftwaffe markings [He 72, Bu 131 Kl 25, Ar 66, Ar9 6, W 33, W 34 (2), He 70, C 445 (2), & Si 204]. "Wohin kamen all die Saab 350E Draken?" 8 pages including 10 b&w and 3 color photos of Austrian Draken.

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; French & Flemish. International Postal Money Order for \$30 for 4 issues.

#156 4/2009 (52 pages) "Cheetah C Spotty" 9 pages on building the 1/72-scale High Planes kit including 15 photos of the model. "Mini Walk Around: Atlas Cheetah C" 2 pages of the a/c at the

South African Air Force Museum with 11 photos (one in color). Non-aviation articles include "Diorama T13/BIH" featuring a Belgian light-tank in 1/72-scale. "Austin Tilly" in 1/48 scale."

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). Text in Finnish.

#1 2010 (16 pages) "Pyryn rakentamisselostus" 4 pages on building the 1/72-scale AZmodel's kit of the VL Pyry including 9 photos of the model (2 in color). Non-aviation articles include 6 pages on the Finnish Leopard tank including 13 color photos of the full-scale tank.

FRANCE

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 50 euro for 6 issues). Website: www.avions-bateaux.com. E-mail: contact@avions-bateaux.com.

#173 Janvier/Février (72 pages) "Mustang contre Focke-Wulf" 13 pages including 23 photos, color cover painting, and 6 color profile drawings [P-51 (3) & Fw 190 (3)]. "NATO Tiger Meet 2009" 8 pages, with 32 photos. "Polikarpov I-153: Allemands et Finlandais" 8 pages, 17 photos and 5 color profile drawings [Luftwaffe (2) & Finland (3)]. "K.F. Schlossstein, L'As du Grand Nord" 9 pages and 24 photos. Potez 36 (Quatrième et dernière partie)" 13 pages, 33 photos, and table listing history of all Potez 36. "L'Actualite de l'Aviation de Collection" 2 pages with 12 photos of non-museum aircraft preserved in France.

GERMANY

FLIEGER REVUE EXTRA (Verlag Fliegerrevue, Herrn Detlef Billig, Oraniendamm 48, D-13469 Berlin. 4 issues per year, \$66 surface. Payment by check drawn on German bank)

#27 November 2009 (116 pages) "Irans Luftmacht" 24 pages, including 64 color photos (too numerous to mention, but includes all aircraft in current inventory), one map of location of air bases, and 12 color profile drawings [F-4E Phantom (4), F-5E Tiger II, F-14A Tomcat (3), Su-24MK3 (4), "Spezialflug in der DDR:

Teil 1 – Hubschrauber" 26 pages, on the use of helicopters in East Germany including 85 photos. "MiG 21 im Einsatz UdSSR und GUS" 32 pages, including 87 photos, one maps showing location of air bases, 7 color profile drawings. Although Mig-21 use in the former Soviet Republics is discussed, there are photos only for Georgia (1) and Ukraine (5). "Die Airlines der CAI: Das vierte Leben der CAT" 24 pages, including 57 photos, 2 maps showing locations of air fields, and 6 color profile drawings (Communist Chinese C-46 Commando; Nationalist Chinese B-17 (2) & PB4Y Privateer, and CAT C-130A & C-46)

IPMS Deutschland Journal. Website: ipmsdeutschland.de. Subscription:

Europe 36 €; all others 40 €.

Jahrgang 42/2 (40 pages – all color) "Burma Banshee: Curtiss P-40N" 4 pages on building Hasegawa's 1:48 kit including 17 photos of the model. Focke-Wulf Fw 190 F-8/F-9" 3 pages on building Tamiya's 1:48 kit including 10 photos of the model. "Bell X-2" 3 pages on building Mach 2's 1:72 kit including 10 photos of the model including tow tractor. "Northrop F-5E Tiger II: Patrouille Suisse" 3 pages with 12 photos of real thing. "Restauration und Rekonstruktion einer Mig-21 F 13" 2 pages on rebuilding a Mig-21 including 6 photos of the real thing. "Yak-50 Fliegerrevue Kunstflugteam" 2 pages on building Amodel's 1:72 kit including 12 photos of the model. "Mit Jets der MD 80-Familie" 2 pages including 7 photos of the real thing. "Lockheed P3 Orion" 2 pages with photos of Revell's old 1:115 kit. Non-aviation article include "Befehlspanzer H38(f)" 1:35 Bronco Models; "Mercedes Benz Technik Museum Speyer"; "M61A5 Main Battle Tank" Bandai 1:35; "U-boot Typ VIIC" Revell 1:350; and "German S-100 Class Schnellboot" Trumpeter 1:350.

ITALY

JP4 Menslie di Aeronautica e Spazio. Via XX Settembre, 60-50129 Firenze, Italy. Email: jp4@dueservice.com. Website: www.ediservice.it.

Decembre 2009 (100 pages) "AMX in Afghanistan" one page with 2 photos. "Gli AMX del 51°" 6 pages including 9 photos. "Un cassia alle urne" 4 pages on

Swiss voters to decide on next fighter purchase, including 5 photos (F-5E, F/A-18, & PC-21). "Il Flight Training Centre di Pardubice" 4 pages on civilian-run school for military pilots, including 8 photos (L-39C, Zlin 142C, Mi-2, Mi-17, & Let 410. "Incidenti Militari" 2 pages including 4 photos (Indonesia Aeronautica AS202 Bravo & Police PZL M.28, Brazil Police HB350 Esquilo in a colorful insignia that I have never seen before, and Poland Guardia di Frontiers PZL Kania).

Gennaio 2010 (100 pages) Color photos: RAAF Boeing 373 AEW, Afghan Mi-17, Iraq Combat Caravan, & Macedonia Mi-17. "Aerial Firefighting Conference" 6 pages including 13 photos (most CL-215, but 2 of the Air Tractor AT-902 Fire Boss on floats). "Il Museu do Ar di Lisboa" 2 pages with 7 photos (Fiat G-91R, Northrop T-38, Grumman Widgeon, Caudron G.III, Fairey IIID, Farman MF.4, & Cessna T-37). "Incidenti Militari" one page including 3 photos.

Febbraio 2010 (100 pages) Color photos: Brazil AS365 Panther, Belgium Airbus A330, Chile Super Tucano, Ecuador Mirage 50, & Holland NFH90. "Vetetani & Musei" 2 pages with 4 photos (Sri Lanka SF.260, Chipmunk, Balliol, & Pucara). "Il Centro di Aviazione di Lipetsk" 8 pages including 13 photos (Su-24, Su-25, Su-27, & MiG-29) A couple of hundred MiG-23 & MiG-27 are parked on the runway waiting to be scrapped, and lines of MiG-29, MiG-31s, Su-24s and Su-27 being put into storage and awaiting better times. "Incidenti Militari" one 1/2 page including 2 photos (Japan SH-60J Seahawk '8297'

& Colombia National Police .Cessna 206 'PNC 028')

POLAND

LOTNICTWO (Krzysztof Zalewski, ul Grochowska 306/310, pok. 206, 03-840 Warszawa. E-mail: kz@magnum-x.pl.)

10/2009 (98 pages) Color photos: Brazil Rafale & Nigeria ATR-42. "Radom Air Show 2009" 5 pages with 15 photos (Poland F-16, Spain F-18, Hungary Gripen, & Greece Mirage 2000). "10. Eskadra Lotnictwa Takycznego" 4 pages including 10 photos (F-16 & TS-11 Iskra). "Szkolenie pilotow smiglowcow" 4 pages on training Polish helicopter pilots including 10 photos (Cessna 152, SW-4, & W-3 Sokol). "Lotnictwo Wojskowe Francji" 9 pages including 18 photos of aircraft in the current French inventory. "Luftwaffe przeciwko powstaniu warszawskiem" 7 pages on the bombing of Warsaw including 7 photos and 2 color profiles (Bf 109G & Ju 87D). "Operacja 'Most I, II I III' 7 pages including 6 photos and 2 color profiles (B-24 & C-47). "Jan Borowczyk (1919-2009)" 3 pages including 5 photos.

11/2009 (98 pages) Color photos: UAE Mirage 2000, Jordan F-16, & Zimbabwe K-8 (looks like an L-39 to me). "Iberia" 6 pages including 17 photos of aircraft used during its history. "NATO Tiger Meet 2009" 4 pages including 10 photos. "Cwiczenie 'Bold Avenger' 2009" 5 pages including 11 photos of NATO aircraft. "Najstarsza brygada lotnictwa" 4 pages including 10 photos of Polish W3 (2), Mi-17 (2), Mi-14, SH-26 Super Seasprite, and M-28 Bryza (4); plus a 2-page poster of the M-28. "Sily

Powietrzne Salvadoru" 4 pages on the El Salvador air force including 11 photos [Cessna A-37 (2), B-26, MD-450 Ouragon, Fouga CM-170, ENAER T-35, Turbo C-47T, IAI Arava, MD-500, and Bell 412 (2)]. "RF-4 Phantom II" 12 pages including 24 photos [Israel (2) Germany (2), Greece (2), Turkey (2), Japan (2), South Korea, and Spain] and scale 4-view drawing. "Smiglowce Mi-1/SM-1/SM-2 w polskim lotnictwie wojskowym" 10 pages including 20 photos and 4 color profile drawings.

Numer Specjalny 10. "Bomba atomowa III Rzeszy" 8 pages on the German efforts to deliver an atom bomb to USA. "Gloster Meteor" 14 pages including 27 photos, scale 4-view drawing, and 5 color profile drawings. "Messerschmitt Me 262" 14 pages including 19 photos, scale 5-view drawing, list of Me 262 victories, and 4 color profile drawings (3 Me 262 & one P-51). "Lockheed P-80A" 16 pages including 27 photos, scale 4-view drawing, and 4 color profile drawings. "Lotnictwo japonskie w 1946 r." 17 pages including 34 photos of Japanese aircraft under development at the end of the war. "Sowieckie mysliwce rakietowe" 8 pages on Soviet rocket-powered aircraft including 19 photos and 5 3-view drawings (Kostikow 302P, Botchowitzinow BI, Polikarpow Maljutka, Lawoczkin 162, & MiG I-127). "Ardo Ar 234" 15 pages including 28 photos, scale 4-view drawing, & 4 color profiles. "Horten Ho 18b" 2 pages on flying-wing project with 3 color painting and a small 3-view drawing.

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Histoire de la JG 52: L'escadre aux 11.000 victoires [2^{ème} partie]. Batailles Aeriennes #51. Lela Presse, 29 rue Paul Bert. 62230 Outreau, France. E-mail: contact@avions-bateaux.com. Website: www.avions-bateaux.com.

Part Two covers the operations of JG 52 on the Eastern Front from the winter of 1941 until the end of WWII, including action over Kiev, Karkov, Stalingrad, the Kuban, Kursk, Crimea, Romania, and Hungary.

For the enthusiasts of the small air forces there are three appendices

covering the Slovak and Croatian units that operated with JG 52. The 4-page Slovak section consists of 2 pages of text including 2 photos, a list of all pilots, a list of victories by the 23 pilots with one or more confirmed victories (The top Slovak ace was Jan Reznak with 32 victories.), and a list of all Bf 109 destroyed or damaged including date, pilot's name, pilots fate, Bf 109 model and s/n, % damaged, and remarks. The 6-page Croatian section consists of 3 pages including 6 photos, a list of 34 pilots with one or more confirmed victories (The top

ace was Mato Dukovac with 44 victories, and a list of all Bf 109 destroyed or damaged including the same information as for as the Slovak table.

The format follows the usual high standard of the previous Batailles Aeriennes: 122 pages (entirely in French), 242 high-quality photos (mostly German personnel and Bf 109s), and 20 large (2 to a page) color profile drawings (all Bf 109s).

This book is recommended to anyone interested in Luftwaffe operations on the Eastern Front.

United Nations Sabres in the Congo

Leif Hellström

Fighter aircraft first operated as part of a United Nations force during the Korean War, but their UN affiliation was really just on paper and none of the aircraft involved carried UN markings. It was only some ten years later, in 1961, that a real UN fighter unit was created.

During the beginning of the Congo Crisis, in the autumn of 1960, the Canadian UN Air Commander, G/C William Carr, arranged for RCAF Sabre units in Europe to be put on alert for a move to the Congo to support the UN there, should the situation deteriorate further. In the event, the deployment proved unnecessary at that time.

The first real bout of fighting between the ONUC (as the UN operation in the Congo was known) and Katanga took place in September 1961. The Katangan Air Force (the Avikat) had been greatly decimated due to most of its aircraft being impounded by the ONUC and most pilots (all foreigners) expelled, but could still field a few planes from its new main base at Kolwezi. Among these was a solitary Fouga Magister, armed with two light machine guns and two small, home-made bombs. The UN at this time had an extensive air transport operation going in the Congo and was heavily dependent on air transport for the supply of its troops. The ONUC had no anti-aircraft guns and no fighter aircraft.

On 14 September 1961, the Avikat "Fouga" (as the Magister was universally known) was unleashed against the UN troops and lines of communication in Katanga. Within days a number of ONUC aircraft had been destroyed or damaged, and several ONUC soldiers killed. The psychological effects were enormous and the entire UN air transport effort was shut down. Already on 15 September, UN Secretary-General Hammarskjöld began efforts to obtain fighter aircraft for the Congo and that very day Ethiopia was approached about providing F-86 Sabres. The reason for turning to Ethiopia was that she was one of the few African countries to have jet fighters at the time and the UN was keen to obtain African assistance for the ONUC whenever possible.

The Imperial Ethiopian Air Force (IEAF) moved with commendable speed and on 17 September, after

only two days, a group of four F-86F Sabres with support equipment was said to be ready for deployment. The aircraft originally listed for UN service were numbers 253, 254, 256 and 257. There was a delay while the Ethiopians sent a C-47 ahead to scout the facilities en route and at the destination and the Sabre unit only arrived at the Congolese capital of Leopoldville on 27 September 1961. By this time the fighting between the UN and Katanga had ceased and the Sabres remained at the N'Djili airport in Leopoldville for the time being.

The Ethiopian unit was a detachment of no. 1 Squadron, the Imperial Ethiopian Air Force (IEAF), and became known as UN Fighter Squadron 1 (or some variation thereof, such as simply 1 Squadron) while with the ONUC. The squadron had four Sabres; by the time of actual departure, the participants had been amended to aircraft 254, 256, 258 and 259. These were F-86F-25 models, with the original, slatted, narrow-chord wing. The personnel strength was 45 men, under command of Major Assefa Gebregzi, who had 14 years' service in the air force. The IEAF had only had its Sabres for a year, however, so none of the pilots were particularly experienced on the type.

The IEAF Sabres were officially fighter-bombers but the Ethiopian pilots do not appear to have had any training in ground attack by this time. Simple rocket tubes, most likely for 2.75" rockets, were seen on at least one of the Sabres of 1 Squadron, but there is no record of any such rockets actually being used by the Sabres in the Congo. It should also be noted that none of the fighters used by the UN in the Congo carried missiles, and this included the Sabres.

Soon after the arrival of 1 Squadron, a Swedish unit with five SAAB J 29Bs (UN Fighter Squadron 22, 22 Squadron, or (to the Swedes) F 22) and an Indian Canberra unit (UN Fighter Squadron 5, or simply 5 Squadron) with six aircraft also arrived in the Congo. The original intention had been to base 1 Squadron at Luluabourg, about half-way between Leopoldville and Katanga, but the Ethiopians considered the 1,950 meter long runway there to be too short for the F-86 and instead 22 Squadron deployed to Luluabourg. Both 1 Squadron and 5 Squadron remained at N'Djili.

The three under-strength squadrons made up a kind of unofficial fighter wing under a Chief Fighter Operations Officer, Colonel Sven Lampell from Sweden. He also commanded two Air Contact Teams and a Fighter Logistics flight with a few chartered C-46s and/or C-47s. The Fighter Operations staff only consisted of two persons, so it was not possible to fulfill all the functions of a real Wing HQ.

The original idea for the fighters had been to protect the UN air transport network but it immediately became apparent that it would be impossible to act purely defensively, by actually escorting the transport aircraft. Indeed, the fighters could not even protect their own bases effectively since there was no fighter control organization and only a single radar station with mediocre performance. The ONUC therefore quickly developed a strategy of knocking out the Katangese aircraft on the ground, in case of renewed fighting.

A standing Fighter Ops Order was issued in October 1961, listing the missions to be performed by the respective unit:

Air to Air Combat: 1 and 22 Squadron

Close Support: 22 Squadron

Strikes against airfields and bridges, etc.: all three squadrons

Reconnaissance: 5 Squadron

It was expected that 12 hours' warning could be given to go into action or to change bases. Contingency planning for 1 and 5 Squadron to move to the Kamina air base in Katanga (Operation "Queen") were drawn up in October but not put into effect for the time being.

The Sabres performed some training flights from Leopoldville during the autumn, with 51 hours flown in October and 39 in November. The serviceability was 72-75 %. Already in early November 1961, there was discussion of reducing the UN fighter force and sending home the Ethiopian unit, which was seen as the least useful of the three, but this remained a proposal only.

On 28 November, an F-86F flown by Major Getatsur landed at Luluabourg to check whether the airfield might be used as a base for 1 Squadron, after all. It turned out that landing and take-off presented no problems. However, Luluabourg would soon cease to be a UN fighter base.

On 1 December, 1 Squadron was given the call-sign "Lightfoot" for use in normal operations. But by this time it was apparent that a second round of fighting between the ONUC and Katanga was inevitable. Five days later 5 and 22 Squadron went into action against Katangese ground targets and at the same time the two units re-deployed to Kamina air base inside Katanga. No. 1 Squadron had no active role in the initial operations and remained at N'Djili, until receiving orders on 9 December to move to Kamina. The squadron arrived at Kamina three days later, adopting the new call-sign "Typhoon". On 14 December it flew its first operations when two visual reconnaissance missions were flown in the immediate vicinity of Kamina and the following day the Ethiopians formally took over the responsibility for the fighter protection of the Kamina air base.

Over the following days 1 Squadron flew a number of missions, mainly reconnaissance against Katangese airfields and roads. The missions were almost always flown by pairs of aircraft. Once or twice armed reconnaissance was flown but no targets were ever located during these. From 19 December there was a cease-fire so the Ethiopian Sabres only served for five days during the fighting, flying twelve sorties in all, without ever firing their guns in anger. The squadron flew a total of 45 hours during the month, including the transfer from Leopoldville.

From early 1962 the UN fighters returned to routine operations, mainly training and some reconnaissance flights. No. 1 Squadron remained at Kamina. The Ethiopians were not considered particularly effective by the other nationalities and were not nearly as assertive as the Indians and the Swedes. They were often late and had no procedures for standing quick-reaction alert. When going out on patrol, they were most reluctant to leave the vicinity of the air base and it was not unusual for them to just circle around some distance away, clearly visible on radar, rather than flying to their appointed target area. And when participating in dog fighting exercises, the Ethiopians were most unwilling to engage: "they just disappeared" is how one Swedish pilot remembers these encounters.

In March 1962, 1 Squadron changed its call-sign to "Whiskey" and on 15 April, Major Eshete Wagaye took over command of the unit. Nothing much happened during this period and the squadron averaged some 33 flying hours per month.

During the spring and summer of 1962, there were various discussions about the future composition of the ONUC fighter force. The Indians were increasingly concerned with the border situation between India and China and were reluctant to allocate Canberras to the Congo. UN headquarters in New York did not consider the Ethiopians particularly reliable but even so the UN, with some reluctance, on 5 October 1962 requested Ethiopia to send an additional four Sabres to the Congo. This was not to be.

In the morning of 14 October, two F-86s took off from Kamina to reconnoiter the Katangan airfields between Kamina and Elisabethville. The wingman returned alone around 11 AM, stating that he had lost his leader in clouds at 19,000 feet. The weather around Kamina was very poor, with heavy rain. It soon became clear that 2nd Lieutenant Negussie Cherinet must have crashed his Sabre, number 254. Over the next week the UN carried out a massive search operation, concentrated around Bukamu, some 100 km south-east of Kamina. The terrain in the area consisted of dense rain forest, with some lakes. No trace was ever found of the missing Sabre.

The Ethiopians took the loss very hard and declared themselves dissatisfied with the ONUC search effort. On 17 October 1962, the Squadron Commanded sent a message to Fighter Operations that his unit would not be operational until further notice, due to personnel rotation which would begin on 26 October. This was not considered particularly unusual by ONUC headquarters. What nobody was prepared for, however, was that the remaining three Sabres would simply take off from Kamina early in the morning of 25 October and fly home to Ethiopia. There had been no warning of this, not even to the other units at Kamina, and at first it was hoped that the Ethiopians would return, perhaps with new aircraft. But after a couple of weeks it had become clear that 1 Squadron had left for good. Although the crash was likely a contributing factor, it was speculated that the Ethiopians simply had found it too hard to maintain the logistics support for the unit, particularly as the IEAF Commander-in-Chief, General Assefa, was not in favour of the mission.

Soon after the Ethiopians, the Indian squadron also left, leaving only the Swedish 22 Squadron in the Congo. UN headquarters renewed its efforts to get additional countries to contribute fighters to the ONUC. In November, there was talk of borrowing

four Sabres (with or without pilots) from Japan, but this raised constitutional problems in that country. By early December 1962, requests had gone out to, among others, Greece, Italy and Pakistan to provide Sabres, but these only resulted in an Italian promise to provide four Sabres without crews. By the middle of the month, the plan was to have four Italian Sabres with Ethiopian pilots and six Sabres with crews from the Philippines, and soon afterwards some promises of Iranian participation were received. The possible use of F-84s was also considered, possibly flown by Turks, but again this remained at the discussion stage, as was the use of Norwegian F-86s and pilots.

On 15 December 1962, the Philippine Air Force was tasked by its government to set up a new fighter squadron for participation as PAFCON (Philippine Air Force Contingent) in the Congo. The new squadron was called the 9th Tactical Fighter Squadron (9th TFS) and named "Limbas" after a Philippine bird of prey. Captain Luis J. Diano was given command of PAFCON and hand-picked nine additional pilots for the contingent. It was originally planned to bring four (later six) PAF F-86F Sabres to the Congo, but by mid January 1963 this was reduced to only two PAF Sabres, with four additional aircraft provided from MAP stocks in Spain. In the end, however, it was agreed that the Filipinos would use only the Italian Sabres, since there was no longer any hope of Ethiopia providing pilots again to fly those.

Since information about the conditions in the Congo was scarce, the squadron was formed as a self-contained unit, with its own cooks, medical staff, guards, etc., in addition to various technical specialists. The all-volunteer 9th TFS finally had a staff of 72, under command of José L. Rancudo, who like Diano was a World War II veteran. The unit was given six weeks of training at Basa Air Base, followed by a week's jungle training in Zamboanga in southern Philippines, before the personnel finally departed for the Congo aboard USAF C-130s on 11 February 1963.

In the meantime, the Italians had belatedly delivered the promised four Sabres, plus a spare aircraft, i.e. five in all. These were Canadair Sabre Mk.4s modified with "6-3" wings, sometimes also known as F-86E(M)s. The aircraft left Italy on 8 January 1963. The Sabres had originally been paid for by the US funds under Military Aid and were officially owned by the USA. They now reverted to US control and were formally transferred to the

United Nations under MAP, being handed over at N'Djili airport on 30 January 1963 by pilots of the Italian 4^a Aerobrigata. Two C-119s brought spare parts. On 12 February the Sabres were taken over by the newly arrived Filipinos and shortly thereafter flown to Kamina, where the 9th TFS was known as UN Fighter Squadron 9, 9th Philippine Fighter Squadron or just 9 Squadron.

The drawn-out process of setting up the Philippine unit and delivering its aircraft meant that another Sabre squadron actually beat them to the Congo. The Iranians had agreed on 24 December 1962 to provide pilots and ground crews for five F-86s but were unwilling to supply any aircraft. After additional UN and US lobbying they finally agreed three days later to fly four of their own F-86Fs to the Congo and these left Iran on 16 January 1963, arriving at Kamina three days later, i.e. several weeks before the Philippine unit. Very little is known about the Iranian unit, unfortunately. It was known within the ONUC as UN Fighter Squadron 103, 103rd Iranian Fighter Squadron or 103 Squadron, meaning that it was presumably formed from the 103rd TFS, IIAF. The squadron consisted of nine pilots and 33 other members under Captain Seyed Javadi as so-called Mission Commander, while Major Amir Kamiabipour was in overall charge. Their aircraft were originally built as F-86F-25s or -30s, but had been upgraded with the extended wing of the F-86F-40 version.

The massive political effort by the UN to get additional fighters to the Congo proved to be quite unnecessary in the end. A third round of fighting between the ONUC and Katanga had broken out in the last days of 1962 and this time Katanga was quickly subdued. The secession of Katanga ended on 17 January, before any of the new ONUC Sabres had arrived. Already on 16 January, the day the Iranians departed for the Congo, UN headquarters in New York knew that the Philippine unit was not really needed, but for political reasons it was decided not to cancel the deployment, in order to maintain UN credibility in case of future requirements for other peace-keeping missions.

In preparation for the arrival of the additional fighters, a UN Fighter Wing had been set up within the ONUC in mid January, under command of Swedish Colonel Sven Lampell. This time he had insisted on having a proper staff to do the job. A paper by Colonel Lampell dated 25 January, outlined

his thoughts on the future use of the UN Fighter Wing. He saw the following likely duties:

- Permanent readiness to handle minor incidents
- Preventive show of force by overflying all areas regularly
- Photo reconnaissance, to support rebuilding of communications

Lampell's suggestion was to have one squadron of ten SAAB 29s at Luluabourg, to cover north-eastern Congo, and two squadrons with eleven F-86s each at Kitona and Kamina, to cover the south-western and south-eastern parts, respectively.

Alas, no further reinforcements of Sabres (or any other fighters) would be arriving to the Congo and the UN Fighter Wing settled down at Kamina, flying routine road reconnaissance missions and performing general training. The only Sabre deployment known elsewhere came on 2 April, when a pair of 9 Squadron aircraft were temporarily based at Elisabethville to "show the flag" over southern Katanga.

Each squadron had its own sector near Kamina for training but at times there was some dog-fighting between members of different squadrons. The Filipinos in particular would train together with the Swedes while the Iranians tended to keep to themselves. The Filipinos were quite unhappy with their Sabre Mk.4s. These were considered heavier and clumsier than the late F-86F with slatted wings they were used to, and also inferior to the SAAB J 29. In mid March 1963, the UN decided to cut down the size of its Fighter Force. Half of the Swedish 22 Squadron left the Congo on 20 April and a few days later the four Iranian F-86Fs were also flown back home after only three months in the Congo, arriving back home on 5 May. The new arrangement agreed in March, and put into effect in late April, was that 9 Squadron and 103 Squadron each operated two of the Canadair Sabres, with the fifth aircraft used as a common spare. Each Sabre "squadron" was thus reduced to just two aircraft, but in reality not even this number could be maintained. The general serviceability of the Canadair Sabres was poor and on 10 April, for example, only a single aircraft was listed as serviceable. Already at this date, two of the Sabres had only five and six hours left to their next major inspection.

The whole set-up quickly proved impractical, therefore, and in May 1963 the UN asked Sweden to take sole responsibility for the ONUC fighter operations. In late May preparations began to disband the remaining parts of both the Philippine and the Iranian squadrons. On 8 June 1963 the two Sabres used by 103 Squadron were ferried over to N'Djili airport in Leopoldville and this was most likely the last flight of any of the UN Sabres. The other three Sabres had been ferried over a few days earlier and had had to be cannibalized for parts to make the last two aircraft airworthy. Both Sabre squadrons formally disbanded soon afterwards and the last Filipinos left the Congo on 23 June 1963.

Since the five Canadair Sabres stored at N'Djili belonged to the United Nations rather than to any specific nation, there was some discussion what to do with them. One suggestion was to use them to train Congolese pilots but this was frankly not realistic and was not adopted. On 8 August 1963, at which time the ONUC fighter force was being finally disbanded, ONUC requested permission from New York to dispose of the Sabres, which were considered a "liability". UN headquarters gave the go-ahead to scrap the aircraft on 1 December and once the guns and some instruments had been removed the Sabres were partly dismantled at N'Djili in the spring of 1964 and some key components smashed with sledgehammers. Four of the Sabres were ultimately scrapped but one was salvaged and taken to the Lovanium University in Leopoldville (now Kinshasa). It remains there to this day, on outdoor display, and can be glimpsed on Google Earth satellite photos at position 4 25 07.27 S 15 18 27.20 E.

The Sabre's service of with the UN in the Congo was thus not a particularly exciting chapter in the history of the F-86, but certainly an unusual one.

As a post-script, it should be mentioned that a number of IEAF Sabres did in fact return to the Congo in 1967, when President Mobutu requested Ethiopian assistance in putting down a mercenary revolt. The Sabres were once again based at Kamina but only flew a few reconnaissance missions before returning home to Ethiopia.

Painting and Markings

A total of 13 Sabres served with the UN, all of them being basically natural metal overall. There was talk of painting the Italian Sabres white with UN

insignia before departure from Italy but this did not happen.

The Ethiopian F-86Fs were always highly polished and lacked anti-glare panels. The carried IEAF roundels on the fuselage and in most cases likely also on four positions on the wings, although the photo evidence of the latter is unfortunately not very clear. Three-digit serials in black were carried on the rear fuselage and nose. The text "ONU" was painted on the fin in medium blue and after some time a blue on white UN insignia was added above this text.

The Iranian F-86Fs were somewhat less well polished, although still in good condition, and had gloss moss green anti-glare panels. Full Iranian national insignia were carried, with roundels on the fuselage, on top of the left wing and presumably under the right wing, and flags on the fin. The text "IIAF" in black was painted under the cockpit, on top of the right wing and under the left wing. The IIAF serial appeared in black on the fin: in Western numerals on the left-hand side and in Persian numerals (slightly different from Arabic ones) on the right-hand side. The serial was also repeated in very small numerals on the nose behind the machine guns, this time in Persian on both sides. United Nations markings were originally added in the shape of a white rectangle with "UN" in dark blue on each side of the fuselage. The application of the latter markings was sloppily done, with the exact position and angle varying from aircraft to aircraft. Some time later, a small blue on white UN insignia, similar to that previously used on the Ethiopian Sabres, was added on the fin, just below and in front of the flag. At some point after late March 1963, the fuselage markings were amended from "UN" to "ONU" (the French abbreviation for the UN) in dark blue on a white rectangle.

The Italian/Philippine Sabre Mk.4s, finally, had large Olive Drab anti-glare panels. The aircraft had a somewhat duller surface finish than those of the other units. The only markings were "O N U" in large mid-blue letters on the forward fuselage and their former Italian MM numbers in black on the fin. There were no markings on the wings. One of the Sabres, usually number 19784, carried bright red underwing tanks and pylons: presumably a relic of one of the AMI aerobatic Sabres.

Leif Hellström (SAFCH #786), e-mail: leif@leifhellstrom.com

United Nations Sabres in the Congo

Serial	Type	C/n	Previous IDs	Served from	Served to	Remarks
UN FIGHTER SQUADRON 1						
254	F-86F-25	176-104	51-13173	27 Sep 61	14 Oct 62	Disappeared on mission from Kamina.
256	F-86F-25	176-392	51-13461*	27 Sep 61	25 Oct 62	Returned to Ethiopia.
258	F-86F-25	176-254	51-13323	27 Sep 61	25 Oct 62	Returned to Ethiopia.
259	F-86F-25	176-	... 13	27 Sep 61	25 Oct 62	Returned to Ethiopia.
UN FIGHTER SQUADRON 9 (& later also UN FIGHTER SQUADRON 103)						
19483	F-86E(M)	383	XB576	30 Jan 63	Jun 63	Rendered non-flyable at Leopoldville spring 64. Later scrapped.
19542	F-86E(M)	442	XB639	30 Jan 63	Jun 63	Rendered non-flyable at Leopoldville spring 64. Preserved at Lovanium University, Kinshasa.
19695	F-86E(M)	595	XB857	30 Jan 63	Jun 63	Rendered non-flyable at Leopoldville spring 64. Later scrapped.
19709	F-86E(M)	609	52-10179, XD708	30 Jan 63	Jun 63	Rendered non-flyable at Leopoldville spring 64. Later scrapped.
19784	F-86E(M)	684	XB896	30 Jan 63	Jun 63	Rendered non-flyable at Leopoldville spring 64. Later scrapped.
UN FIGHTER SQUADRON 103						
3-133	F-86F			19 Jan 63	Apr 63	Returned to Iran.
3-140	F-86F			19 Jan 63	Apr 63	Returned to Iran.
3-146	F-86F			19 Jan 63	Apr 63	Returned to Iran.
3-150	F-86F			19 Jan 63	Apr 63	Returned to Iran.

* = Identity not confirmed.

Captions on pages 110 and 143-144

1. Two F-86F Sabres of the Ethiopian I Squadron outside their hangar at Kamina air base in the Congo. The photo is likely from 12 December 1961, the date the Ethiopian Sabres first arrived at Kamina. Note that each aircraft carries four drop tanks, with two different styles being used on the inner and outer pylons. (Sven Lampell)
2. Sabre number 258 being maintained at N'Djili airport in Leopoldville in 1961, before the move to Kamina. Note that in this view there does not appear to be any roundel on top of the wing but in most cases national insignia were apparently also carried on the wings of the Ethiopian F-86s. (Börje Lindström)
3. Aircraft number 258 again, taxiing out at Kamina in mid 1962. By this time a small UN insignia has been added on the fin. (Marc Dahlhjelm)
4. A detail view of the rocket tubes installed on an Ethiopian Sabre in the Congo. The aircraft never fired any rockets in anger and this may just have been a test installation. (Staffan Thurfjell)
5. Filipino personnel checking out one of the former Italian Sabre Mk.4s at N'Djili in February 1963, before flying it down to Kamina. The markings were very sparse, consisting only of the text "O N U" and the MM number on the fin. (Anders Lindblad)
6. The other side of the same aircraft, back at N'Djili in 1964 after it had been struck off charge by the UN. (Rafael Garcia)
7. The whole of UN Fighter Squadron 9 lined up for an inspection at Kamina on 23 March 1963. All five of its Sabres are present, showing the lack of any markings on the wings. The photo was taken by a Swedish SAAB S 29C. (F 22)
8. The Italian Sabres, in the process of being disabled at N'Djili in 1964. The nearest aircraft, 19542, escaped being scrapped, however, and is still on display at the Lovanium University in Kinshasa. (Gösta Kersmark)
9. An excellent view of Iranian F-86F number 3-146 at Kamina, likely taken soon after it arrived there in early 1963. At this stage the aircraft carried the "UN" marking but not the UN insignia on the fin. (Carl-Gustaf Wesslén)
10. Sabre 3-133 flanked by two other Iranian aircraft at Kamina, showing the wing markings to good effect. Also note that the "UN" markings differ slightly from aircraft to aircraft. (Gilbert Casselsjö)
11. One of the 103 Squadron Sabres, number 3-150, keeping station on a UN C-46 in the spring of 1963. By this time the markings on the fuselage had been changed to "ONU" and a small UN insignia added on the fin, below and in front of the flag. (Per Ekström)
12. A truly unique formation, with two fighters each from UN Fighter Squadrons 9, 22 and 103, seen over Kamina in 1963. (Staffan Håkanson)

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RAAF Colour Schemes & Markings, 1921-1951, by Ian K. Baker. Aviation History Colouring Book #68 Part 4a and #69 Part 4b. Each 26 A-4 size pages. Ian K. Baker, 31A Mercer St., Queenscliff, VIC. 3225, Australia. E-mail: ianbaker@arc.net.au.

I know of no better way to describe these latest in Ian Baker's series of *Aviation History Colouring Books*, than to use Ian's own words:

"The contents of Part 4 in this series have had to be split into two parts, making two booklets: #68 containing Part 4a and #69 containing Part 4b. Together these two booklets cover all of 1940 and quite a bit of 1941, including a detailed unpacking of the significant October 1940 third issue of Aircraft General Instruction C.11. Part 4 describes and illustrates the extraordinary diversity and mix of RAAF aircraft colour schemes and markings seen through 1940-41, studying in some detail a total of seventeen selected examples. These are supported by camouflage scheme

diagrams and colour-matching notes. There is also further information concerning the serials of the aircraft types that have been studied. In the Documentary History section will be found a realistic re-creation of the third issue of the AGI C.11, providing a chapter & verse insight into what that RAAF colour schemes and markings document actually said, and how it said it. Just like you had your own copy."

The multi-view tone drawings of individual aircraft are: Anson (2); Oxford; Tiger Moth (3); Battle (3); Wirraway (2); Hudson; Demon; Dragon Rapide; Seagull; Dolphin; & Wackett Trainer.

The multi-view drawings of camouflage scheme are: Anson, Tiger Moth, Battle, & Seagull/Walrus.

Issue #69 has some interesting "Updates": A multi-view drawing of RNAS Voisin 5 in German East Africa in 1916. A photo of the Chinese Hsin Ning Hai floatplane biplane. Side-view tone drawings of Chinese Experimental

Pursuits 1944-46 XP-1 and XP-0 (these two are accompanied by Ian's "conjectural" plan and front views. Photo of Chinese Boeing Model 281 (P-26) in Kwangsi AF marking. Also included in #69 is a very complementary review of the SAFO - thanks Ian.

If you're interested in the RAAF or just want to see well-researched studies of camouflage and markings, the AHCBs are for you. They are obtainable air mailed to anywhere direct from Ian K. Baker, 31A Mercer St., Queenscliff, VIC. 3225, Australia. E-mail: ianbaker@arc.net.au. Booklets are also stocked by several specialist bookshops & hobby shops in Australia and overseas. And they can ship orders to anywhere. Find them on the Internet. USA: M&Models (Illinois). UK & Europe: Mushroom Model Publications (Herts.) Australia: Aeroworks, Hyland's Bookshop, Just Planes, Military Melbourne, Platypus Publications, Red Roo.

The Hellenic Vickers Wellington GR Mk XIII

Stamatis J Andreou

In 1943 the Royal Hellenic Air Force 13 Mira (13 Sqn) were given a number (79) of Martin Baltimore Mk III/IIIA/IV/Vs light bombers when fighting in the Middle East. Later (1944) the machines also fought over Italy, Yugoslavia and the still occupied Aegean Sea Islands. With its machines (Mk Vs) 13 Mira returned to Greece (autumn 1944) and used them as transporters. Limitations of the 'Lend Lease Act' did not permit the machines to remain in Greek hands, so in 1945 the RHAF were ordered to return the remaining machines to RAF Middle East depot units in Egypt and instead to receive Vickers Wellington GR.XIIIs for the same duties plus a smaller number of T. Mk 10s dual control trainers – a total of 19 machines. The Mk XIII was a version of the bomber Mk X equipped with the ASV Mk III radar for use in the antisubmarine and naval cooperation role. The Greeks were not very happy to receive the obsolete Wellingtons but also the British authorities did not want any equipment of American (or captured German) origin to be used in Greece.

The machines were delivered in 1945 and a number of Greek crews were also trained in the use of the ASV Mk III radar. As the most of the Greek mainland had been badly damaged during the war and there were almost no roads, bridges etc. the Wellingtons were used not only for transports but also for goods supply, mapping and other similar roles of public benefit.

19-2-46: the engine of 'NC418:W' failed SE of Crete (returning from Egypt) but the crew managed to force land at Hassani.

10-4-46: one machine crashed at sea at Faliro Bay after engine failure during training flight – 8 killed.

7-8-46: one overloaded machine (again returning from Egypt) crashed near Elefsina after engine failure – 5 killed.

From 1947 on, the British (and later the Americans) started delivering Dakotas (and C-47s) to the RHAF and the use of the Wellingtons was ended.

Colours and Insignia

Unfortunately, very few photos of RHAF Wellingtons have survived, but those that have show

that the machines retained the original RAF Coastal Command paint scheme (Extra Dark Sea Grey/Dark Slate Grey/White), under wing serials and (black?) fuselage codes, with the roundels/fin flashes over painted in dark blue - white - dark blue. The only known serial numbers are ME890, -907 and -940, MF190, -466 and -643, NC418 and -433.

Absolutely nothing is known about the T. Mk 10s as no photos or official documents have survived.

In Kit Form

As the type has never been kitted, the modeler has to convert a Mk X kit; both the old Matchbox #PK 402 (also reboxed by Revell as #4601) Mk X/XIV and the recent MPM/Italeri (#1252) Mk X kits could be used. One has to convert the fuselage windows (according to scale plans), delete the nose/tail turret machine guns and add the characteristic ASV radar aerials. There is an etched set by Paragon Designs (#72040) which is a little oversized, while the older (and better) #V080 set by Aeroclub is now out of production.

For the Matchbox/Revell kit some aftermarket products are available:

- Aeroclub #E085 1 x Bristol Hercules & cowling in white metal
- Aeroclub #V137 2 x engine air scoops in white metal
- Falcon #CV0872 set of vacuformed canopies for RAF bombers (including the Wellington) and
- Squadron Signal #9172 Wellington Mk X vacuformed canopy and turrets

(The forthcoming Mk X kit (#01628) by Trumpeter is believed to be far better.) Scale plans of GR Mk XIII and T. Mk 10 can both be found in 'Warpaint' No 10 book for the Vickers Wellington.

Data:

2 x 1725hp Bristol Hercules XVII

Span: 26.26m

Length: 18.54m

Height: 5.30m

See photo on page 126

2Lt Stamatis J Andreou Hellenic Air Force (SAFCH #1602), Greece

Austro-Hungary's First British War Prize

Rudolf Höfling

After the Italian defeat at the 12. Isonzo Battle, on October 26, 1917, (also called Battle of Karfeit or Battaglia di Caporetto) the British military leadership feared that Italy might leave the war. Therefore, they decided to support their Italian ally by transferring some fighter and reconnaissance squadrons from France to Italy. The first two units got their marching orders two days later. These were 28 Squadron equipped with Sopwith F.1 Camel and 34 Squadron with Royal Aircraft Factory R.E.8. These squadrons formed the basis for the new 51 Wing of the British Expeditionary Forces in Italy.

On November 18, 1917, the British VII Brigade, under the command of Brigadier General Tom Ince Webb-Bowen, was established in Italy with headquarter at Villalta near Vicenza. The VII Brigade consisted of 14 and 51 Wing of the Royal Flying Corps. The 14 Wing was composed of 28, 45, and 66 Squadrons that were equipped with Sopwith F.1 Camel. And 51 Wing consisted of the 34 and 42 Squadrons, both equipped with R.E.8. The last of these units, 42 Squadron, was transferred to Italy on November 26, 1917, and two days later both reconnaissance squadrons reached their frontline airfield at Grossa. On the following 29th, some R.E.8 of 42 Squadron flew their first sortie over the Austria-Hungary front – a photo-reconnaissance flight near the mountain of Montello.

At the end of November 1917, a repair workshop with an attached spare parts depot for all aircraft of the Royal Flying Corps in Northern Italy was established. at San Pelagio northeast of Padua,

On December 3, 1917, 34 Squadron transferred with all its R.E.8 from Grossa to Istrana, situated a little more than 10 km west of Treviso, where some Italian *Squadriglias* were already based. Four days later, on December 7 – the same day the United States declared war on Austria-Hungary – 42 Squadron followed.

Shortly after noon on January 12, 1918, R.E. 8 A4445 of 42 Squadron, RFC, took off from its home base on a reconnaissance flight in an north-west direction to the region of Rubbio on the South Tyrolean Front. The aircraft, with a white "O" on its

fuselage, was flown by Lieutenant G. N. Goldie. His observer was Lt. J. D. Barnes.

Around noon, responding to observer reports, three Austro-Hungarian fighter pilots from the *Flik 55/J "Kaiserstaffel"* (*Fliegerkompanie 55/J "Emperor's Squadron"*) took off in their Albatros D.III (Oef) from Pergine airfield. Their mission was to intercept a British reconnaissance aircraft reported to be over the front. In the fighters sat the *Feldpiloten* (Field Pilot) *Oberleutnant* (1st Lt.) Georg Kenzian Edler von Kenzianshausen with his Albatros D.III (Oef) 153.27 "2", *Offizierstellvertreter* (Deputy Officer) Josef Kiss in his D.III (Oef) 153.47 "7", and *Zugsführer* (Corporal) Alexander Kasza in the third Albatros D.III of the series 153. They flew in a south-west direction towards the reported position of the R.E. 8. North of the town Asiago, the three fighter pilots sighted the reconnaissance aircraft. After a short dogfight, the British aircraft was forced to an emergency landing near Casa Rigoni, on the Austrian side of the frontline. On landing the R.E. 8 made a somersault because of the uneven terrain.

The pilot, Lt. Goldie, and his observer, Lt. Barnes, luckily left their aircraft unhurt and tried to destroy their R.E. 8 to avoid its capture by the enemy. This intention and their subsequent attempts to flee to their own front lines were repeatedly prevented by *Offzstv.* Kiss who forced both British aviators to take cover again and again until they were taken prisoners by Austro-Hungarian troops.

In his diary, Lt. G. N. Goldie wrote: (The following text is a re-translation from a German translation.)

On January 12, 1918, at 12:30 pm my observer (Lt. Barnes) and I left our airfield in Italy on machine No 4445 and with orders to take photographs in the area of Rubbio. After we had reached an altitude of 12.000 feet (ca. 3.660 m), we flew over Bassano (del Grappa) in the direction of the requested area, following the river Brenta. Over the mountains, we had trouble finding our way because of the fog below us that hid the valleys. We soon discovered that we had

flown too beyond our target, but when we turned back we were attacked by four Albatros single-seaters. After a dogfight of about ten minutes, I had lost so much altitude that I was surrounded by mountains and I was compelled to find a place to land. Because of the rough ground, the aircraft somersault on landing and my observer was ejected. But he immediately came to my aid and helped unbuckle my seat belts. During this time the Austrian aeroplanes shot at us so we had to find protection behind the wall of a ruined house. We intend to burn our machine as soon as our opponents would leave, but before we had time to do this, we were taken prisoners by artillery men that we had not noticed before. Neither my observer nor I were wounded, although my boots were shot through in two places and our machine was perforated by the gun fire. Both main struts and the airscrew were shot through.

By staying between us and the front line, our opponents made it impossible for us to reach friendly territory. The conditions on the ground were unfavourable for an emergency landing. Finally, I chose the only suitable place on which it was possible to land. Our artillery obviously had observed our aerial combat because they were shooting at the area around our aircraft. Later we learned that the place where we had landed was Asiago.

The Austrian artillery men transferred us to their artillery headquarters where the commanding officers, a Colonel and a Captain, who both understood English, gave us something to eat and asked us some questions. The next day, two Austrian pilot officers came and took us in their car to their airfield at Trient where we were treated as guests. Here we met Josef Kiss, one of the four pilots who had shot us down. He was considered their best pilot because he had, up to this time, shot down 22 aeroplanes. On the next day, they showed us their airfield where three squadrons were based. The aircraft were all of the same type as those that had shot us down. During our visit there, the King of Austria was also visiting this airfield. We

were photographed and they promised to drop a photo along with a note that they let us write behind our lines.

After an interrogation at the *Flik 55/J* in Pergine, northeast of Trient, both British aviators were invited to lunch by another squadron, and again both were treated as guests. After lunch the Englishmen were brought by car to Trient where they were invited for Tea at *Fliegeretappenpark 3* (an equipment workshop). Also in Trient, both aviators were allowed to exchange their English money into Austrian Crowns so they could buy things for their personal need. Later under the company of two Austrian pilot officers they were brought to the castle at Trient where they stayed for a few days.

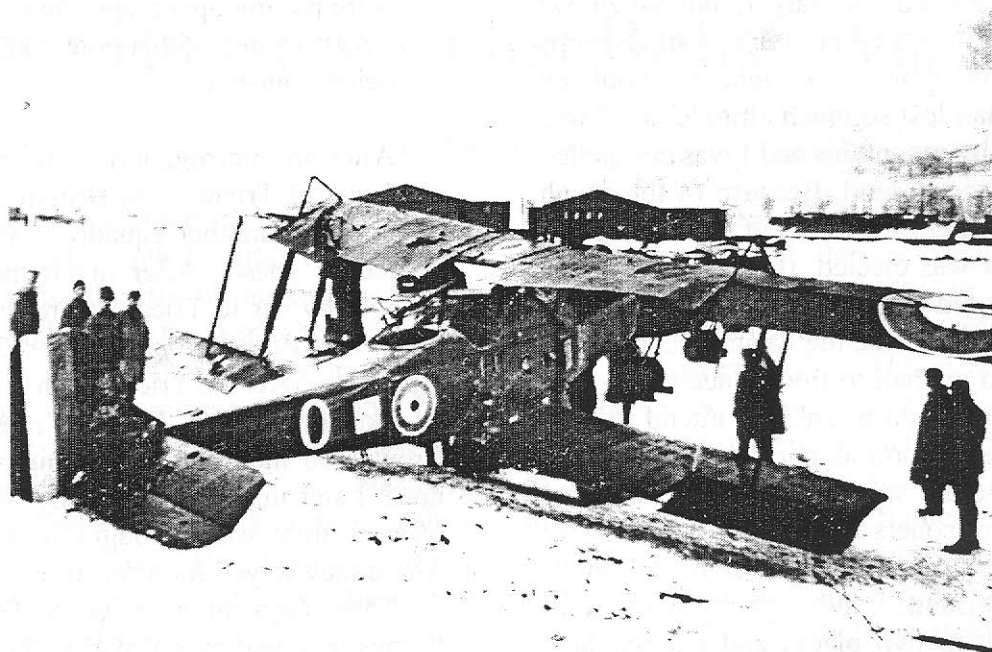
Three days later, Lt. G. N. Goldie and Lt. J. D. Barnes travelled by railroad to the capital Vienna and visited the command of the *k.u.k. Luftfahrtruppen* (Imperial and Royal Aviation Troops), where they were cordially welcomed by the commander-in-chief Col. Emil Uzelac. After a further two days in Vienna, the English aviators finally were brought to a prisoner-of-war camp.

When news of the friendly behaviour afforded to the British pilots reached the supreme command of the Austro-Hungarian Army, established in Baden near Vienna, *Generalmajor* Alfred von Waldstätten strictly reprimanded the *Luftfahrtruppen*. As far as the general staff were concerned, the captured British aviators were prisoners-of-war and they should be treated as such. Because of this incident the *k.u.k. Luftfahrtruppen* received an order concerning the proper treatment of enemy crews. However, this was mostly ignored, as the narratives and photos by various Austro-Hungarian aviators would show.

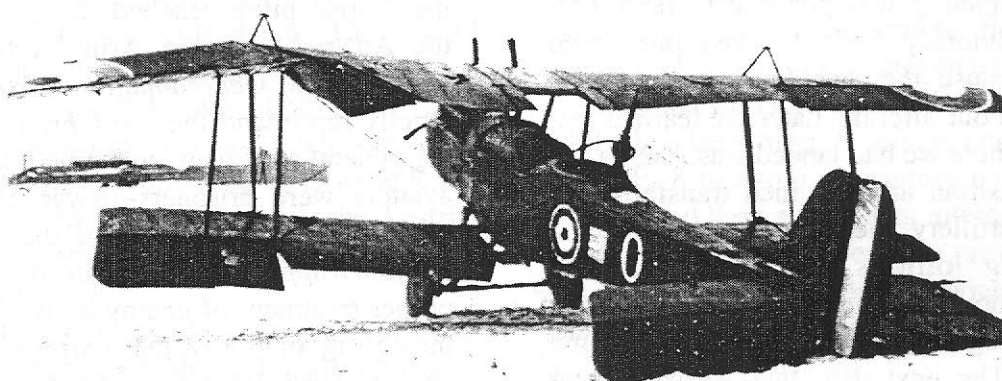
In mid of February 1918, R.E.8 A4445 "white O" was transferred from the *k.u.k. Fliegerarsenal* to Fischamend southeast of Vienna, where it received the war-booty identification 00.56 and was examined in great detail.

Shortly before end of World War I, the Royal Aircraft Factory R.E.8 A4445 "white O" was scrapped.

Rudolf Höfling (SAFCH #1590), Vienna, Austria.



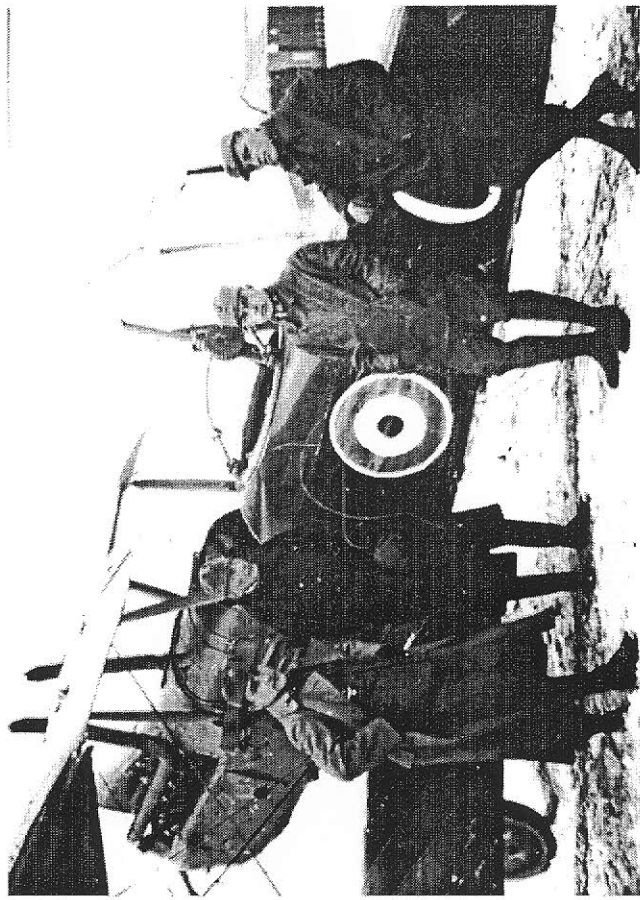
After crash landing of Royal Aircraft Factory R.E.8 A4445 "white O", it was brought to the airfield at Pergine. (Dipl.Ing. Jerzy Butkiewicz)



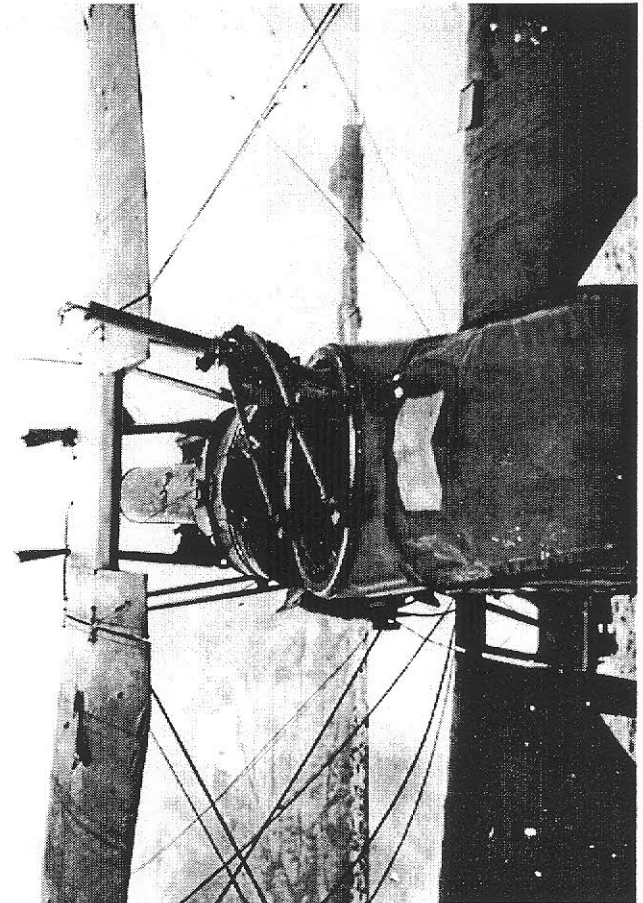
Another photo of A4445 taken at the airfield at Pergine. (Karl Meindl)

Captions or photos on page 127

1. A4445 was the first British aircraft to fall into Austro-Hungarian hands. (Dipl.Ing. Jerzy Butkiewicz)
- 2/3. Although this R.E.8 was not the most modern of British reconnaissance aircraft-type the R.E.8 was of great interest to Austro-Hungarian pilots as well as to their technicians. (Dipl.Ing. Jerzy Butkiewicz)
4. On both sides, the winner of a dogfight often liked to be photographed in front of the defeated aircraft and besides their opponent's crew. (Dipl.Ing. Jerzy Butkiewicz)



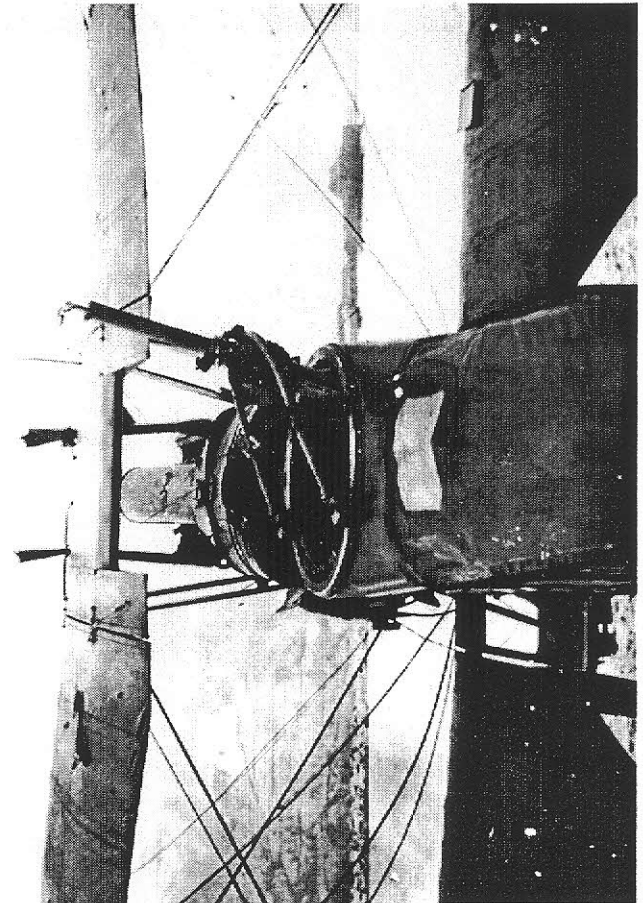
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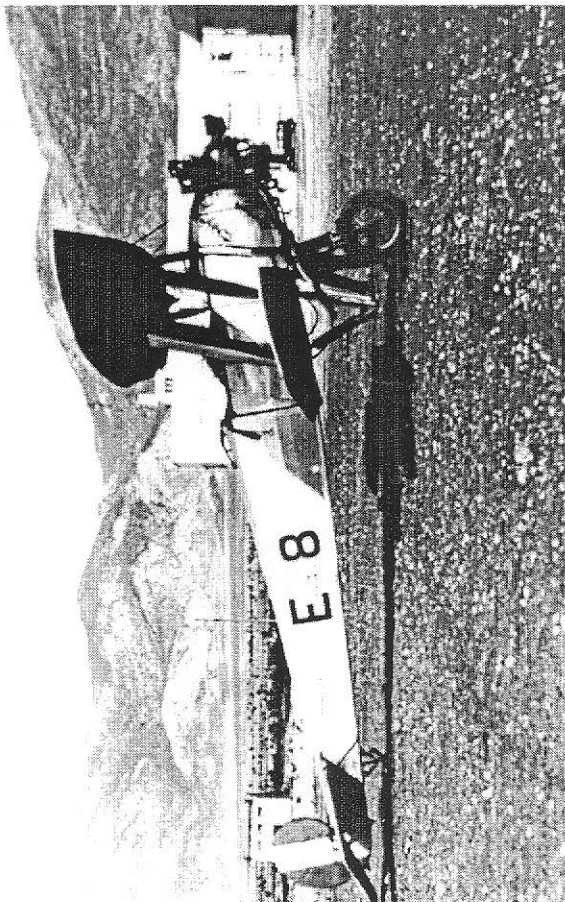


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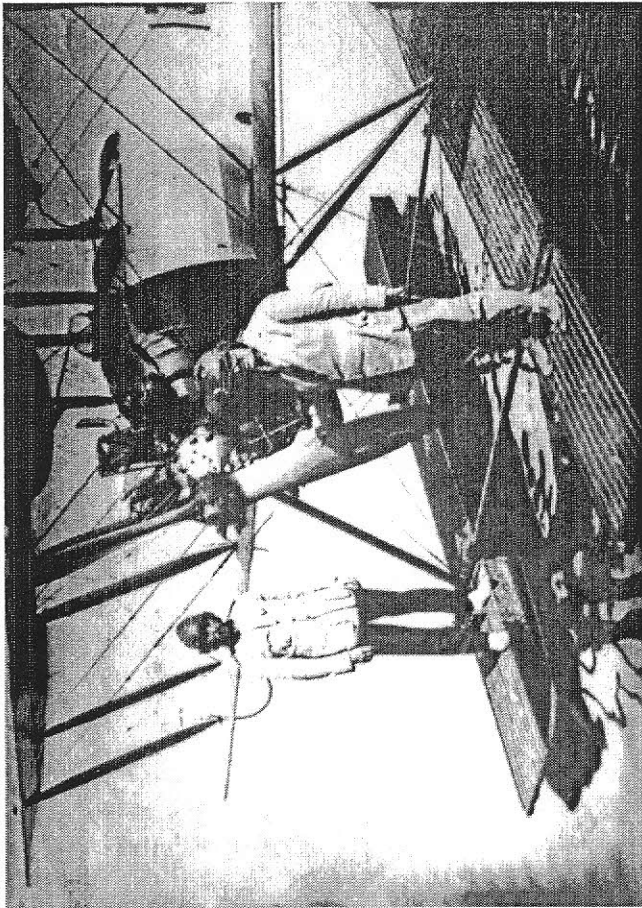


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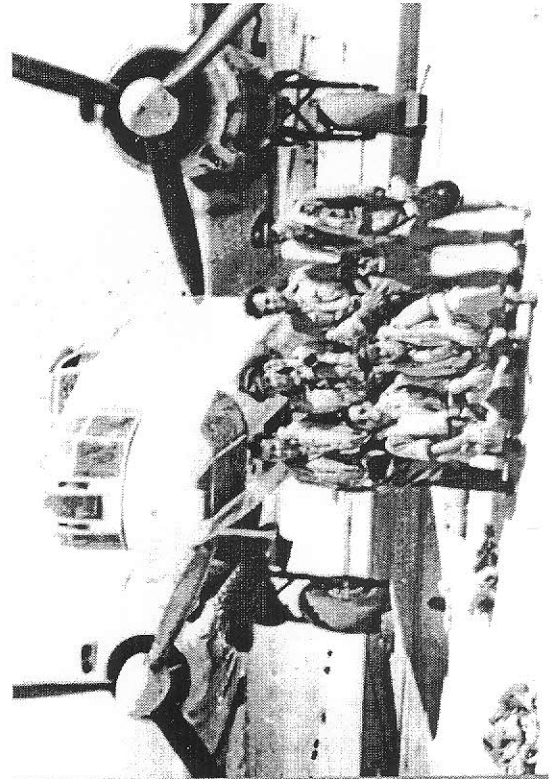
An article on the Greek Avro 504 appeared in SAFO #129. At the time, no photos were available, but since the author of that article, Stamatis Andreou has submitted the following two photos



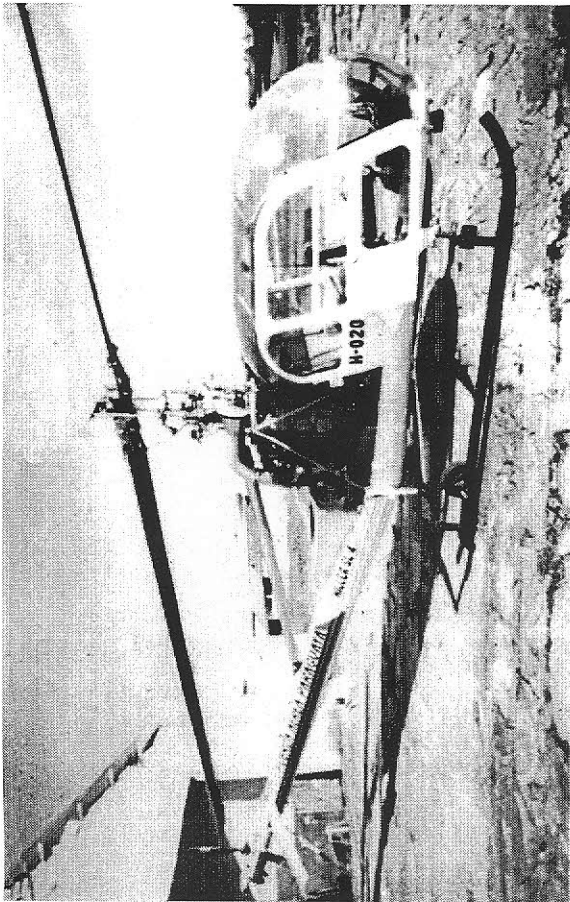
Hellenic Air Force Avro 504N



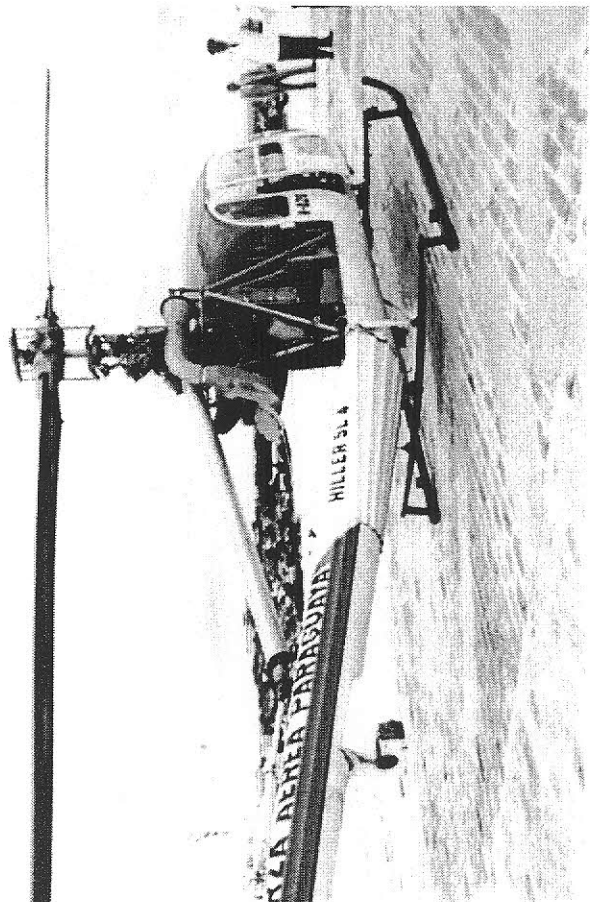
Hellenic Navy Avro 504O



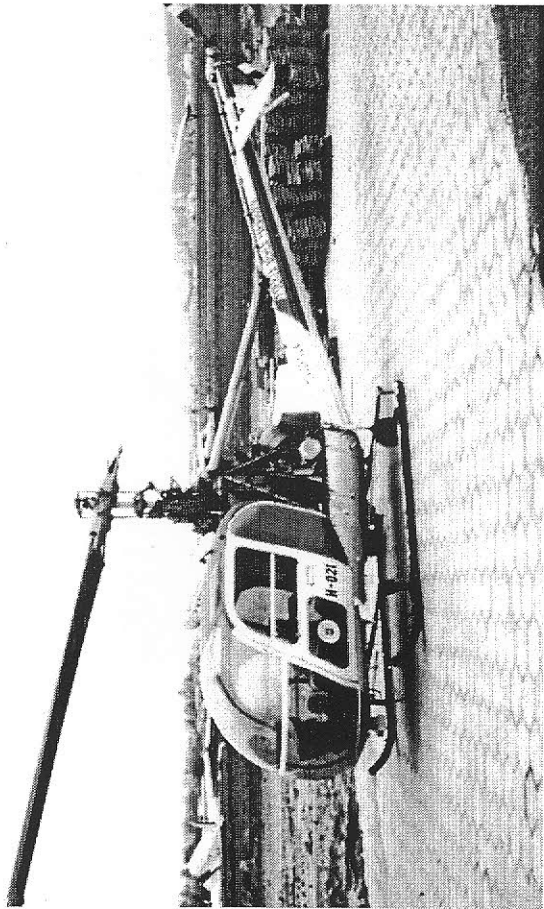
Hellenic Air Force Wellington XIII: See article on page 121. (Photo via Stamatis Andreou)



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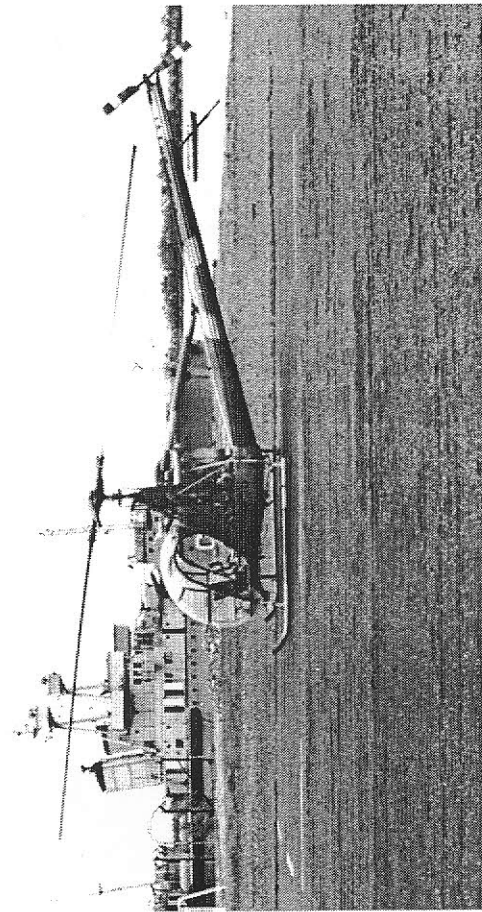
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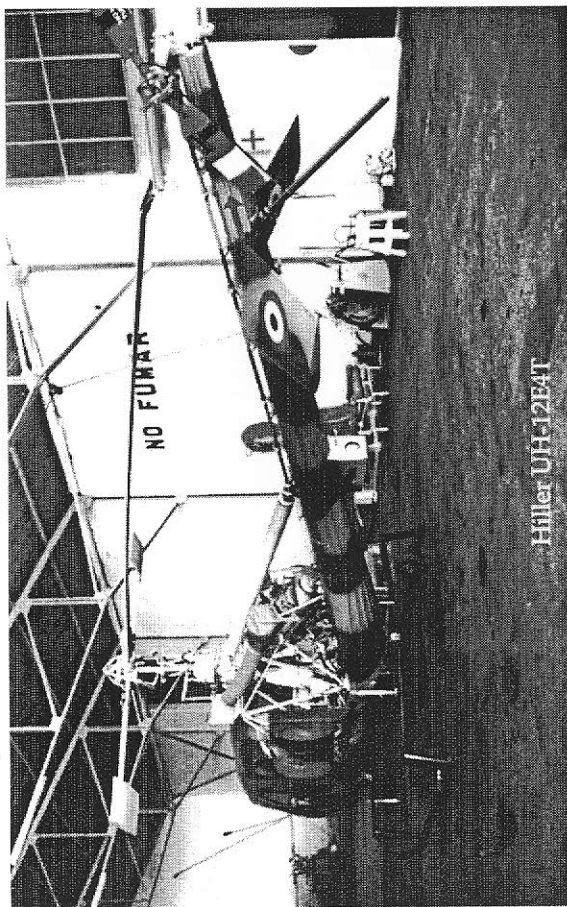
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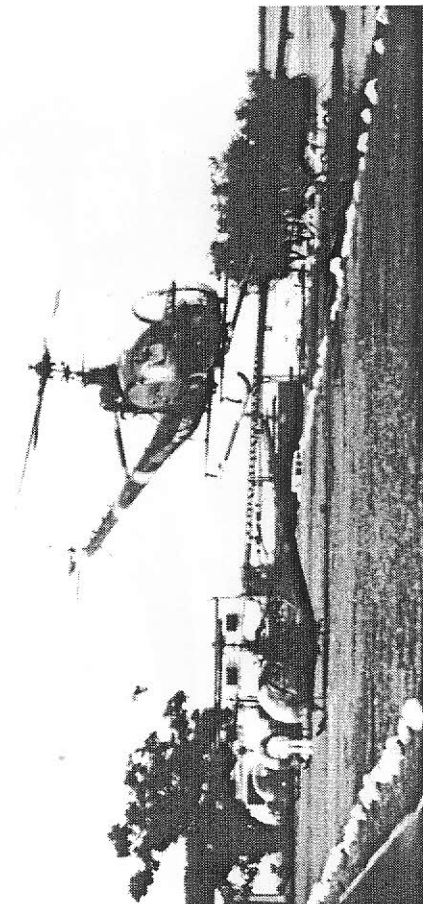
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7

Paraguayan Air Force Hiller Helicopters

Antonio Luis Sapienza Fracchia

A total of five Hiller helicopters saw military service in Paraguay: two SL4s, two UH-12Es and a single UH-12E4T.

Fuerza Aérea Paraguaya (FAP)

The Chilean Air Force (FACH) donated two helicopters Hiller SL4 to its Paraguayan counterpart through Decree-Law N° 3447 of July 2nd, 1980:

- ◆ Hiller SL4 (c/n 2521), ex-FACH H-70, received the FAP serial H-020.
- ◆ Hiller SL4 (c/n 2531), ex-FACH H-75, received the FAP serial H-021.

These Hillers were the second type of helicopters received by the FAP. From 1955 to 1980, the only type in use was the Bell H-13H as we saw in a previous article (SAFO #131).

Regarding the color scheme of these choppers, the top of the cockpit was painted orange and the rest white. The fuselage was painted white with an orange arrow. The serial was painted on both sides of the cockpit in black letters and numbers. The title FUERZA AEREA PARAGUAYA was painted in black letters on both sides of the fuselage. The skis were painted black.

The Hillers were used mainly to train helicopter pilots and navigators but also for medevac and light transport. Although bigger than the H-13, the cargo capability was limited. Their main base was Ñu-Guazú AFB.

H-020 was involved in a non-fatal accident in mid-1982 near the city of Arroyos y Esteros. The crew survived with minor injuries, but the helicopter was severely damaged. A large truck took the chopper to Ñu-Guazú AFB and was stored until it was sold to Chile in 1992. It was eventually repaired and it flew again with the civil registration CC-PQJ and later CC-CQJ.

H-021 saw more years of service in the FAP, finally being withdrawn from use in late 1987. It was placed in storage and sold to Chile in 1992 as CC-PQI and later CC-CQI.

In late 1981, the Hiller and Piper dealer in Paraguay, AEROIMPORT S.A., brought a Hiller UH-12E4T (Soloy conversion) as a demonstrator with the American registration N40320. It received the

Paraguayan civil registration ZP-HAC (c/n 5179). Since the FAP was already operating a couple of Hillers, it got interested in it. The FAP finally bought the demonstrator early in 1982 and gave it the serial H-022. This chopper, together with the first two Bell UH-1B acquired that year, were the first turbine-powered helicopters in the FAP.

The cockpit of H-022 was painted orange with the top white. The fuselage was painted white. The serial was painted on both sides of the cockpit in black letters and numbers, and the title FUERZA AEREA PARAGUAYA was painted in black letters on both sides of the fuselage. The FAP roundel was painted in the four position on the horizontal stabilizers. The skis were painted black. This chopper was used for advanced training and VIP transport.

In the mid-1980s, H-022 received a different color scheme. It was painted in two tones of gray camouflage, keeping the serial and titles in black letters and numbers in the same positions, as well as the roundels.

This Hiller was severely damaged in an accident at Ñu-Guazú AFB on July 9th, 1987 without any consequences to its pilot, who was unhurt. That day, H-022 was prepared for a routine flight and it took off in front of the Helicopter Squadron hangar. As soon as it started flying, the tail rotor stopped and the chopper began spinning wildly. Fortunately, the pilot avoided crashing against the four newly acquired Helibras UH-50 Esquillos parked there; he made a hard landing just twenty meters away! The helicopter was dismantled and sent to the US in a container by sea, to be repaired at Hiller Aviation in Porterville, California. After examining the chopper, the experts concluded that it was going to be extremely expensive to repair.

Aviación Naval Paraguaya (ANP)

The Chilean Air Force (FACH) also donated a couple of Hiller helicopters to the Paraguayan Naval Aviation in 1980. They were delivered to the ANP on January 26th, 1981.

- ◆ Hiller UH-12E, c/n 2060, ex-FACH H-61. It received the ANP serial H-55.
- ◆ Hiller UH-12E, c/n 2067, ex-FACH H-63. It received the ANP serial H-56.

The Hillers were the second type of helicopter in service in the ANP, after the MAP donation of four Bell H-13H in 1972.

Regarding the ANP color scheme: They received a two-tone green overall camouflage (light green-dark green). The title AVIACION NAVAL PARAGUAY was painted on both sides of the cockpit in black letters. A black anchor, a yellow star on top and the serial were painted in the middle of the cockpit windshield. The serial was painted on both sides of the vertical stabilizer in black letters and numbers.

The ANP Hillers were mainly used as trainers and for river patrol. Although their base was Sajonia NAS in Asunción, they were eventually used aboard the helicopter carrier ship *ARP Boquerón*, together with the H-13s. During most of the 80s, both the Hillers and the Bells were used in reconnaissance mission

supporting the Paraguayan Marines in military maneuvers.

H-55 was withdrawn from use in 1986 and it was used as a source of spare parts for the H-56 which remained in service until 2001. Both of these have been in storage since then.

Acknowledgements

The author would like to thank the personnel of the *Grupo Aéreo de Helicópteros (GAH)*, Paraguayan Air Force, and the *Grupo Aeronaval de Helicópteros (GAHE)*, Paraguayan Naval Aviation, for the precious information and pictures for this article.

Antonio Luis Sapienza Fracchia (SAFCH # 1160), Paraguay

Captions for photos on pages 127-128

1. FAP Hiller SL4 serial H-020 at Ñu-Guazú AFB in 1982. (Photo copyright: FAP)
2. FAP Hiller SL4 serial H-021 at Ñu-Guazú AFB in 1982. (Photo copyright: FAP)
3. FAP Hiller SL4 serial H-020 at the Ministry of Defense heliport in 1982. (Photo copyright: Ministry of Defense)
4. From right to left: FAP Bell UH-1B serial H-024, Hiller UH-12E4T serial H-022 and Hiller SL4 serial H-021 at Ñu-Guazú AFB in 1982. (Photo copyright: FAP)
5. FAP Hiller UH-12E4T serial H-022 painted in a two grey tone camouflage at Ñu-Guazú AFB, February 1987. (Photo copyright: author)
6. Both ANP Hiller UH-12E at Sajonia NAS in 1981. (Photo copyright: ABC Color)
7. Both ANP Hiller UH-12E and a couple of Bell H-13H at Sajonia NAS in 1981. (Photo copyright: ABC Color)
8. ANP Hiller UH-12E serial H-56 at Sajonia NAS in 1991. (Photo copyright: author)

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Les Bombardiers Savoia en Roumanie. by Medin Robanescu. AirproFILS n°5. 72 A-4 pages. French text. Softbound. Editions TMA & FRROM. (2009) ISBN 978-2-915205-12-1.

While not the most beautiful bomber of WWII, the tri-motor SM.79 *Sparviero*

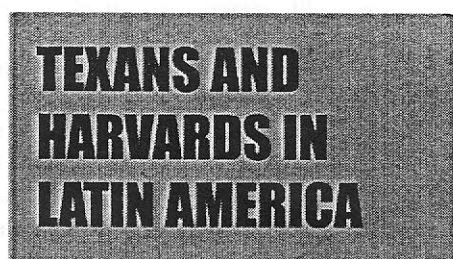
had a certain elegance about it. However, when converted to a two-motor SM-79B it became absolutely grotesque. The SM.79B with two Gnome-Rhone air-cooled radial engines was exported to Iraq (see SAFO April 2009) and Romania. When the SM.79B was license-built in Romania as the JRS-79B, with Jumo water-cooled inline engines, it became even more bizarre in appearance. Nevertheless, the SM.79B faithfully served the Romanian Air Force well, both against the Soviets while carrying St. Michel's Cross insignia and, after changing sides, against the German carrying Romanian roundels.

Editions TMA from France and FRROM from Romania have cooperated to produce a book on the Romanian SM.79B. While the text is in French, the book is heavily illustrated with 155 mostly well-reproduced photos (3 in color), 2 pages of 1/72-scale multi-view drawings, 20 color profile drawings (6 of radial-engine S.69B carrying St. Michel's

Cross insignia, 8 of inline-engine JRS-69B carrying St. Michel's Cross insignia, 6 JRS-69B carrying roundels, and two color top-view drawings (one with St. Michel's Cross insignia and yellow Eastern Front markings and the other with roundels and white markings).

Azur-FRROM has announced two kits of the JRS B, one with St. Michel's Cross insignia and the other with Romanian roundels, both of the Jumo-engine variant. I suspect the only difference is that one uses the Jumo 211D and the other a Jumo 211F. But this is only a guess since I have not seen the kits.

This book is recommended to anyone interested in the Romanian Air Force in WWII. The photos and color drawings alone are worth the price of admission, but if you read French, so much the better.



Texans and Harvards in Latin America, by Dan Hagedorn. Published by Air-Britain (Historians) Ltd. Hardbound. ISBN 978 0 85130 312 3. (2009). Website: www.air-britain.co.uk. Sales Dept.: 41 Penshurst Road, Leigh., Tonbridge, Kent TN11 8HL, UK.

If there were a category for the "Best Aviation History Book of the Year", Dan Hagedorn's latest book, *Texans and Harvards in Latin America* would be my candidate. This momentous book weighs in at a hefty 3 lb 13¼ oz (1.75 kg). Within the hardbound covers there are 352 A-4 size pages with an authoritative text, "over 300 colour and monochrome photographs" (I'll take the publisher's word for number of photos – there were much too many for me to count); and 115 tables.

The chapters are: Argentina (37 pages), Bolivia (19 pages), Brazil (45 pages), Chile (21 pages), Colombia (15 pages), Cuba (11 pages), Dominican Republic (11 pages), Ecuador (9 pages), El Salvador (9 pages), Guatemala (9 pages), Haiti (3 pages), Honduras (11 pages), Mexico (35 pages), Nicaragua (7 pages), Panama (3 pages), Peru (11 pages), United States Army Air Force (5 pages), Uruguay (15 pages), and Venezuela (13 pages).

There are two "Annexes": Although there are a plethora of color photos in the main text (many full-page) the first Annex is 4 pages with 32 color photos apparently left over from the main body.

The second Annex, "Post-War Surplus AT-6s" is a 45-page table listing: US Registration, Previous USAAF or USN Service Number, NAA Serial Number, Owner and Location, and Fate.

Although the subject of the book is the T-6 family of aircraft, there is much, more information about military aviation in Latin America that just on the T-6. Each chapter begins with background information on the political, financial, and nationalist influences on the status of military aviation in each country. For instance, the Order-of-Battle reports show the reliance Latin American countries placed on Italian, French, and German aircraft before the T-6 became available.

The chapter then goes into detail on the obtaining of the T-6s and the service use including ultimate fates. Along the way, Order-of-Battle reports not only list the units operating T-6s, but aircraft operating alongside the T-6, including some real surprises about pre-war Italian and French aircraft serving well into the prewar era. Tables list known details of every individual T-6. Each chapter ends with sections on "Colours and Markings" and "Civil Texans"

As examples of the information about the service use of the T-6, several excerpts follow:

Argentina: "At 1305hrs on June 16, two AT-6s (0352/3-A-23 and 0342/3-A-29) conducted a sortie from Ezeiza over the city of Buenos Aires, apparently a show of force. This hapless flight was intercepted by four Gloster Meteors, one of which, I-063, flown by Tte. Ernesto Adradas, shot down 3-A-23. The pilot of the Texan, Argentine Marine Arnaldo Roman, managed to parachute safely from his aircraft into the Rio de la Plata. The surviving AT-6, 3-A-29, flown by Tte. de Corbeta Maximo Rivero, fled the scene."

Argentina: "In the afternoon, Texans from PropoGen 1 attacked loyal Army mechanized units attempting to encircle their base with rockets with devastating results – possibly the single greatest armed attack ever carried out by any variant of the NA-16 series. Not fewer than a dozen Army Sherman tanks were disabled or destroyed outright, although one of the Texans and an F9F-2 were shot down by the Army."

Brazil: "Brazil's NA72s went to war. On February 19, 1943, AM 07, flown by Mayor (Av) Aquino, base commander at the FAB's Salvador aerodrome, attacked a submarine while on patrol, but without known result. Several days later, on the 22nd, Primeiro Tenente (Av) Franqueira also attacked a submarine with his bombs, but again without positive results."

Costa Rica: "It (Costa Rica's lone T-6) was intended to be joined by a force of not less than five Lockheed P-38 Lightnings, a Douglas B-18 and a Douglas A-24B, to form a compact but potential air arm for the Guarda Civil. In the event, only one of the P-38s made the trip (another crashed in Texas en route), while the A-24B was also written written-off in California (in full Costa Rican markings) just before delivery. The Costa Rican air arm that resulted was thus equipped, by the end of 1948, with a solitary P-38, the B-18, and the original AT-6."

Costa Rica: "When around August 1954, tensions between Costa Rica and Somoza's Nicaragua next door threatened to break into hostilities, the Costa Rican government of Figueres once again set about re-establishing a small air arm. In a formal request to the U.S. Government for military assistance, the Government specifically requested the sale of either a batch of North American AT-6Gs, P-38s or P-51s. As it developed, four F-51Ds were made available, and thus the last Costa Rican military flirtation with the Texan ended."

Guatemala: "On Monday, June 21, 1954, two armed FAG At-6Ds managed to locate and attack an invasion force C-47 near Las Escobas, some 50 miles North East of Puerto Barrios. The C-47 had been trying to locate a group of Liberacionistas and drop them ammunition and food, when encountered by the AT-6s. The FAG pilots claimed they saw the C-47 crash in Honduras, just across the border. This, if it can be verified, is the solitary known instance in which AT-6 series aircraft claimed an air-too-air victory in the Western Hemisphere."

Mexico: "... the first Action Report ever filed by a Mexican aviator engaged against the forces of a foreign power was succinct. It read as follows: 'On July 5,

1942, two M-30 demolition bombs of 100 pounds each were consumed when dropped in action against an enemy submarine.' From that simple statement, a veritable barrage of wartime propaganda appears to have emanated and has grown over the years into something of a folk legend – usually being cited as 'The Case of the T-6 Mexican Dive Bomber'".

Mexico: "Cited as Operacion Gaviota, following three unanswered ultimatums to President Ydigoras of Guatemala to accept responsibility for the FAG attacks on the Mexican fishing vessels, the Mexican plan for a strike was placed into effect. ... a flight composed of three armed T-6s, the three F-47Ds and three T-28As departed from Tuxtla Gutierrez and headed for Guatemala City. ... The nine aircraft flew in tight 'vics' of three aircraft at very low altitude out over the Pacific, and entered Guatemalan territory in radio silence. ... Once they reached the vicinity of Guatemala City, they were allegedly joined by the C-47 and the entire armada made a pass over La Aurora to locate targets. ... The 'top cover' climbed out and took up their positions, and the T-28s were about to start their roll in to attack from the west when the C-47 relayed a message from BAM No.4 that amounted to a recall to abort the Mission."

"Aside from the story outlined above, which appeared in the webzine, no

independent corroboration of this alleged incident has surfaced – although USAF Intelligence Reports on Mexico for the period in question, in spite of a three-year old Freedom of Information Act request, have yet to be released."

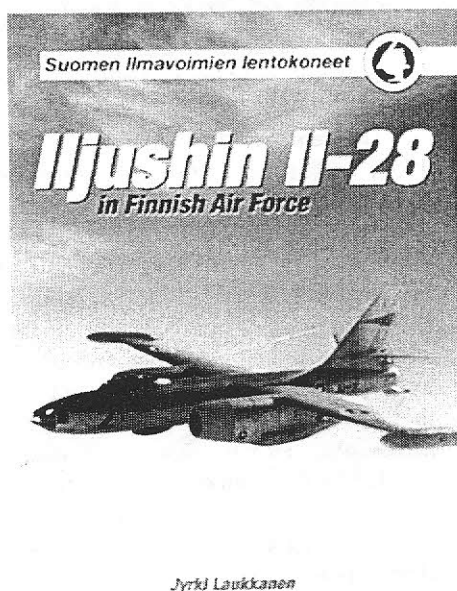
Paraguay: "On August 4, 1947, s/n 78, piloted by PAM Epifanio Ovando with Mayor PAM Enrique Déntice, attacked and bombed a rebel vessel carrying assorted munitions, which was moving towards Asunción on the Rio Paraguay. The vessel exploded in flames and was a wreck, the only known instance of a surface vessel being immobilized by an AT-6 series aircraft."

Peru: The only non-T-6 series aircraft covered in detail is the seven single-seat NA-50 fighter used by Peru. The acquisition and operations of these aircraft during the war with Ecuador is described in 4 pages including 3 photos. "At 0730hrs on July 23rd, Tte. Cmdt. Alberti received orders to attack Ecuadorian combat positions at Quebrada Seca and Rancho Chico. By 0750, a maximum force of four NA-50s, flown by Alberti, in company with Ttes Fernando Parruad, Quiñones, and Alferéz Manuel Rivera departed Tumbes for the target. They sustained surprisingly intensive anti-aircraft fire on arrival, but nonetheless pressed home their attacks against the Ecuadorian machine gun positions that were holding up the Army advance."

"Quiñines' NA-50 was hit by ground fire after he had made at least one pass below 300 meters to attack a gun position. As he struggled to depart the area, his engine reportedly seized and, according to his Peruvian flight members, he then turned his aircraft towards the gun position and dived into it, with his bombs still aboard. The incident was verified, amazingly, by a C.A.P. Fairey Fox (72-1) which was providing ground support in the area."

This review cannot be complete without commenting of the photos. All the photos are of aircraft of the T-6 family. The vast majority are of the highest quality and are excellently reproduced. Photos of mediocre quality are included when they are of great historic interest. Many of the photos, especially the color photos are reproduced in full page. Unfortunately, there are only four color profile drawings – all of Argentine T-6s. The book would have greatly enhanced if color profile drawings had been made for each country.

This book is highly recommended to all enthusiasts of the small air forces. The historically minded will gain a better understanding of military aviation in Latin America, and the modeler will be inspired by the many attractive color schemes that can be applied to models that represent historically important events in Latin American aviation.



[Reviewer's note: Having completed a contribution to the Finnish SIG newsletter "Kuulumiset" I thought that you might be interested in reusing the same effort for SAFO. Kai Willadsen]

Iljushin Il-28 in Finnish Air Force, by Jyrki Laukkanen. Published by Apali, Tampere, Finland, 2008. ISBN 978-952-5026-79-5

The book would probably have turned out thinner than the publisher liked, if it had only contained what would be expected by the title. Possibly this is why the author on pages 6 to 43 gives an overview of the entire development of jet bombers in Germany, the USA, Great Britain and the Soviet Union during the 1940s and 1950s. At the same time, this section is usefully employed to complete the theme „jet bombers and Finland" with a description of probably the only air-to-

air combat between jet planes to have occurred in Finnish airspace: In 1954 Soviet MiG-17 fighters intercepted a USAF RB-47E recon aircraft, which had been studying the situation on the Kola peninsula, and during this shots were exchanged. The rear gunner convinced the MiG-17 pilots that only lateral attacks would be safe, and thus they scored only one hit – luckily no planes were lost on either side, and therefore the Finnish Foreign Office was able to officially claim that no clash had taken place.

Next are 16 pages with Iljushin Il-28 development history, adding Small Air Force interest by including a couple of colour photos of the Harbin H-5 (Chinese-built copy) in Albanian and Romanian markings.

The next section is an excellent bonus for anyone with a wider interest in the Finnish Air Force. In 24 pages, the

reader is introduced to the predecessors of the Il-28 used in similar tasks since the end of WW II. Target towing was initially done with the Fokker C.X and Bristol Blenheim, later DHC-2 Beaver and SAAB 17. Aerial photographing for mapping purposes was initially done with Dornier Do 17Z, later with Douglas DC-2 and Blenheim, in their turn to be replaced by the Hunting Percival Pembroke. Additionally, small scale maritime surveillance was done with various available aircraft types. These pages are actually a very good source of information for the modeller wanting to build a Finnish SAAB 17A or Pembroke.

The last 109 pages of the book finally concentrate on the title subject. In 1959 Finland initially bought two aircraft from the USSR. Both were used, but completely overhauled: NH-1 represented the initial bomber version, while NH-2 was of the Il-28R recce version. Six years later an additional two Il-28R were purchased. The type was used until 1981, during which time the individual aircraft specialised: NH-1 was mainly employed for training and aerial photography, NH-2 for target towing, and the last two for maritime surveillance.

If anybody thinks that target towing and the other tasks are mundane and without drama, this book gives reasons for reconsidering. Target towers were equipped with a cable cutter for rapid unloading of cable and towed target; however, when the cable cutter failed, the solution was flying so low that cable and/or target snagged terrain objects (typically trees) and was torn off!

The equipment for the various tasks and their performance are described in detail. The history of a Fairchild camera is funny. It was impounded by Finnish authorities after the C-131 used by the US Embassy in Helsinki had transgressed the permitted route and used the camera in the process. Afterwards the Americans were fair enough to provide the Finns with the camera manuals and necessary film! Aircraft structure, flying routines, and maintenance are described. There are 4 pages with portraits of both air and ground crew plus a complete list of names, and the modeller gets a chapter on

colour schemes and markings (which varied over time; it seems that every major overhaul included stripping the markings and reapplying them, often in a slightly different style).

Another US connection appeared through the radar included in the Il-28's equipment. Regrettably no radar manuals had been supplied by the Russians with the aircraft. The Finns then discovered that US AN/APQ-13 radar manuals were extremely helpful – probably the Soviets had produced their PSBN-M radar by copying the equipment of USAAF B-29 Superfortresses interned during WW II

Spare parts supply during the several years of Finnish service was a chapter by itself, as the extremely large Soviet supply system was slow and bureaucratic. Some parts were obtained in the following way: when an aircraft was due for major overhaul, available broken-down systems (also from the other three aircraft) were installed wherever this was possible without jeopardising flight safety of the ferry flight. These systems would then be repaired or replaced during the overhaul.

The book is in A4 format with hard cover, richly illustrated with photos in b/w and colour plus some drawings. Both captions and the main text run in parallel in Finnish and English; although the text content is mostly identical, places are found where the English text is an abbreviation of the Finnish one. However, it also happens in more than one place that information included in the English text is missing in the Finnish one! Speeds, altitudes, weights and similar are given in metric units in the Finnish text, but in miles, feet, pounds etc. in the English text. Funnily enough aircraft lengths and spans are metric in both languages!

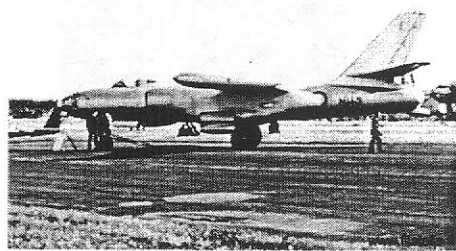
The book contains a number of minor mistakes which indicate failure to proof read. The caption on page 10 claims that the photo was taken in „Sculpture, England“. This is most likely an error created by Microsoft Word, the automatic spell corrector of which refuses to accept that anything may be named Sculthorpe (an airbase in England) and automatically 'corrects' this to Sculpture –

another problem of course is that there are people who believe what is offered by Microsoft Word without checking it. There are instances of different names for the same aircraft in the Finnish and English text: Short Sperrin in the Finnish text (correct), Short Sperring in the English text; Harbing H-5 in the Finnish text, but Harbin H-5 in the English text (in this case the English version is correct). Also, on page 89 the caption gives a Russian river name as Snaa; the actual name is Tsna, but as Finns have no words beginning with „ts“, the Finn-pronounceable version has lingered in memory and/or notes.

And finally, the English text does not use English norms throughout for transcription of Russian names to Latin letters in the English text – sometimes the Finnish norm is used, as seen already in the title: the designer's Russian name Илюшин should for a Finn read Iljušin or Iljushin, in English however Ilyushin.

All this said it must be emphasized that the English text is basically sound and without disturbing errors – the above-mentioned minor hiccups should not deter anyone from obtaining the book.

And now to what is not contained in the book, namely listings of available model kits. Here we are lucky to have the Il-28 done in 1/72 scale by both Airfix, Bilek/Italeri and Trumpeter. Additionally it has been reported that a 1/100 scale Il-28 has been issued by Ben Hobby.



Finnish Ilyushin IL-28R serial NH-2. Photo taken 1962. (<http://www.filatelia.fi/dx/pix/iljushin.jpg>)

Kai Willadsen (SAFCH #863), Denmark.



Avro Lancaster, Lancastrian & Lincoln, by Fednado C. Benedtto. Serie Fuerza Aérea #17. 44 A-4 size pages in Landscape format. (2009) Published by Jorge Félix Núñez Padin. E-mail: jfnpadin@yahoo.com.

Our Argentine friend, Jorge Núñez, keeps turning out the most fantastic monographs on Argentine military aircraft. The latest, #17 in his Serie Fuerza Aérea, is on the Avro 4-engine bombers in South America. Thirty Lincoln BMk.II (B-001 to B-030) and 15 Lancaster Mk. Is (B-031 to B-045) along with two Lancastrians (T-65 & T-66) were obtained by Argentina in the late 1940s.

The use of these 4-engine aircraft is described in Spanish text and five chapters: (1) Historia (12 pages, 25 photos); (2) Técnica (4 pages, 9 photos); (3) Historias Individuales (8 pages 26 photos), and (5) Preservados (2 pages, 3 photos). The pages of text and black and white photos are printed on high-quality paper allowing excellent reproduction of the photos.



Skyhawk argentins pendant la guerre des Malouines, by Jorge F. Jorge Núñez Padin. Avions Hors Serie #27. Softbound. (2010) Published by Sarl Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. Website: www.avions-bateaux.com. E-mail: contact@avions-bateaux.com.

Our friend Jorge from "Down Argentine Way" has taken a break from publishing his series of monographs on Argentine aircraft to record for AVIONS the story of the Argentine Skyhawks and their participation in the 1982 conflict over the Islas Malvinas aka Falkland

Islands. The format is the usual excellent AVIONS style with French text, a plethora of well-reproduced photos (mostly in color), and gorgeous color profile drawings.

The chapters of this 88-page A-4 size book are:

(1) Skyhawks argentins: Argentina acquired 56 Skyhawks: 10 A-4Q, 30 A-4P, and 16 A-4C. They were all ex-USN A4D-2 or A4D-2N. This 10-page chapter describes the acquisition and general characteristics of the Argentine Skyhawks. Besides 30 photos there are 8 color profile drawings: A-4Q (two in USN light grey; one in post-conflict overall dark grey); A-4C (four in dark brown/light grey camouflage), and A-4E (in Argentine markings and dark grey camouflage, but never delivered from Israel).

2) Les activités opérationnelles de 3e flottille aéronavale de chasse et d'assaut: This 12-page chapter describes the activity of the naval Skyhawks during the war. There are 21 photos and two maps. The 3 color profile drawings show the A-4Q in USN light grey along with a top view, one in post-war brown/green

In addition, there are 14 pages of photos and drawings printed on Kodak-quality paper. These pages include 19 black and white photos, 9 color photos, a color painting of 'B-024' in flight, 9 color profile drawings (Lincoln B-017, B-022, B-024, B-026, T-101; & LV-ZEI; Lancaster B-034 & TC-038; and Lancastrian T-66); 2 plan-view drawings (Lincoln B-024 & B-110), and a 2-page center-fold color profile of Lincoln 'B-010' with orange wing stripes and vertical fins applied for Operation Tritón.

This monograph, and for that matter all other monographs by Jorge, are highly recommended to everyone interested in Latin American aviation in particular, and for everyone interest in well-researched histories presented in outstandingly produced publications.

There's a lot of potential modeling subjects in this monograph. For the modeler with a kit of the Lancaster in the loft, the Argentine Lancaster B-034 will be very tempting. The more adventurous modeler may want to convert his Lancaster into a Lancastrian – the wing span was unchanged from the Lancaster so all that would be needed would be to carve new nose and tail cones. Conversion into a Lincoln would be more challenging since the wing span is greater and nose transparencies are rather complicated. Many years ago, the APMA (Australian Plastic Modeller's Association) Newsletter published an article on converting a Lancaster kit into a Lincoln. I think I can find this issue, if anyone wants a copy of the article.

Copies of this monograph (and the other Argentine monographs; see Sales List) are available from the SAFCH Sales Service for \$17.00 in the USA and \$20.00 elsewhere.

camouflage, and one in an experimental camouflage of brown an overlay of squiggles in maroon and green (very Italian looking).

(3) Les activités opérationnelles du 4e groupe de chasse: This 20-page chapter covers the actions of the A-4C of the Fuerza Aerea Argentina. There are 34 photos and five color profile drawings – all the a/c are in a distinctive camouflage of light gray and brown (with one top view drawings) with either yellow or turquoise identification panels.

4) Les activités opérationnelles 5e groupe de chasse: This 23-page chapter covers the A-4P action during the war. It includes 41 photos, several are of RN ships sunk or damaged by this unit's A-4Ps. There are four color profile drawings (3 A-4Ps in overall dark brown, one with yellow identification panels – top view included – and one in post-war medium grey).

Unfortunately, there are no descriptions of these colors and the modeler will have to rely on the color photos and drawings to determine what colors to use.

Annexes: (I) Historiques individuels des appareils (8 pages, 35 photos – some in experimental camouflage schemes not otherwise described in the main text). (II) Numéros de series des Skyhawk argentins (one page). (III) Les Skyhawk au combat (one page – a nice touch is the Skyhawks lost during the war are highlighted in red). (IV) Les Skyhawk

survivants du conflit (one page including those lost in accidents). (V) Les vols de Skyhawk du 1^{er} avril au 21 juin 1982 (6 pages). (VI) Les commandants de formation et pilotes de Skyhawks (one page with names of all Skyhawk pilots including 17 *mort*).

If you have Jorge Nunez's books on the Argentine Skyhawks, you may not

want this books – unless your French is better than your Spanish. If you don't have the Argentine books and you're interested in the Malvinas/Falkland conflict, this book is highly recommended. Also, the modeler will appreciate the multitude of color schemes in the French book.



Messerschmitt Yougoslaves: Les Me-109 E-3, les Me-108 Taifun et l'unique Me-110 de l'Aviation Royale Yougslave, 1919-1941, by Šime Oštrić. Avions Hors Series #26. Softbound. (2009) Published by Sarl Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. Website: www.avions-bateaux.com. E-mail: contact@avions-bateaux.com.

No reference collection on the Messerschmitt Bf 109 is complete without a book on the Yugoslav 109s.

Likewise, no model collection of Bf 109s is complete without one in Yugoslav markings. The French publisher of AVIONS fills in the literary gap with a volume consisting of 112 A-4 size pages that not only covers the Bf 109, but also civil and military Yugoslav Bf 108 and a singular Bf 110 that carried Yugoslav markings.

The book is in the usual AVION style with a French text and numerous photos. I attempted to count the photos, but quite after reaching 200. While most of the photos are of 109s, there are a lot of photos of people standing in front of 109s and portrait photos of the airmen who flew the Yugoslav 109s.

The chapter heading are: (1) Introduction; (2) Service en temps de paix; (3) Le Guerra aux portes d la Yougoslave; (4) Les Messerschmitt Me-109 E-3a dans la Guerre d'Avril 1941; (5) Les Messerschmitt Me-108 Taifun Yougoslaves; and (6) L'unique Messerschmitt 110 Yougoslave.

Fourteen pages of color drawings including: nineteen color profiles of Me-109 (4 in delivery color scheme with German civil registration painted over the Yugoslav code numbers & 12 in Yugoslav service markings). Included are also 3 color profile drawings of Yugoslav Me-108 and 4 color multi-view drawings (one civil and two camouflaged in military service). The most startling color drawing is of a Me-110 in Yugoslav camouflage. Also included in these 19 pages are 3 pages of color drawings of Me-109 details and a drawing of the camouflage pattern for the Yugoslav Do-17.

This is an important book and one that can be recommended to everyone whether they can read French or not. The modeler who desires to build a Bf 110 in marking other than those of the Luftwaffe will salivate over the drawing of the Yugoslav Bf 110. Also, the drawings of the Bf 108 in camouflage should get the modeling juices flowing in even the most jaded modeler.

Four new books have been received from Jakab Publishing in the Czech Republic. These books are in A-4 size with parallel Czech/English text. The translation into English is very good with just enough "quaintness" to remind the reader of its Eastern Europe origins. In the following reviews, I will quote rather liberally from the books, both to illustrate the depth of the coverage and the quality of the translation.

These books are available from the SAFCH Sales Service or by contacting the publisher: Jiří Jakab, Nevojice 144, 685 01 Bučovice, Czech Republic. E-mail jakab@razdva.cz.



Ilyushin Il-2 Attack Aircraft. by Oleg Rastrenin. A Jakab Czech and English

Publication #11. 96 A-4 pages. 127 photos. Softbound. (2008) ISBN 978-80-87161-02-9.

This reviewer was somewhat surprised to learn that the Il-2 was originally designed as a two-seater, but proved so underpowered it was converted to a single-seater. It was this single-seater that born the brunt of the ground attack mission during the "Great Patriotic War".

The importance of the Il-2 to the Soviet war effort and Stalin's method of getting results are highlighted by the following: "The tension of the situation is vividly demonstrated by Stalin's telegram dated 23rd December 1941 to directors of factories No. 1 and No. 18 in Kuybyshev: *You have let our country and the Red Army down. You have failed to deliver Il-*

2s so far. The Red Army needs Il-2s just like air or daily bread. Shenkman delivers an Il-2 a day, while Tretyakov manufactures one or two Mig-3s a day. It is a sneer at the country and the Red Army. We need Il-2s, not MiGs. If Factory No. 18 wants to kick the country away by delivering an Il-2 a day, it will not be able to and will be punished severely. I beg you not to try the government's patience and deliver more Il-2s. This is your last warning."

Although heavily armored, the Il-2 suffered great losses: "At the initial stage of the war an Il-2 was lost every eight to nine combat sorties on average."

However, the Il-2 was not a sitting duck: "When retreating from the frontline after the patrol mission, Lieutenant Kalchik lagged behind the group and was attacked by a Bf 109. Seeing the Messerschmitt overtaking him at a high speed, Kalchik throttled down and banked to starboard. The enemy fighter flew past and up from under the portside wing panel. Lieutenant Kalchik aligned his attack aircraft and fired the cannon – the Bf 109 inflamed and crashed into ground. At that time another Messerschmitt attacked the Il-2. When the enemy fighter closed in enough to open fire, Kalchik mirrored the same manoeuvre to portside. As a result, the M overshot from under the starboard wing panel of the Il-2. The Bf 109 literally disintegrated in a cannon burst."

And, this was not an isolated case: "Efumov carried out 285 combat sorties during the war, engaged German fighters a total of 53 times, and officially shot down seven enemy aircraft. He even conducted successful single-handed engagements against four and even eight Luftwaffe fighters,"

The book has a long discussion of armament for tank busting: "Based on combat experience gained during the initial period of the war, the Operational Directorate of VVS KA Headquarters assessed the Il-2's approximate combat capabilities and stated that it took four to five Il-2s to destroy a light tank, and 12-15 Il-2s to kill a medium tank. Such a poor efficiency obviously fell short of wartime requirements."

The most effective antitank was the shaped-charge bomb: "On hitting tank armour, the PTAB antitank air bomb created a shaped-charge jet, which pierced up to 60 mm of armour at an impact angle of 90° to 30° resulting in

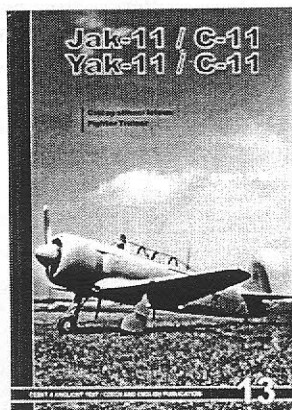
metal splinter fragments, which killed the tank crew, detonated munitions, and ignited fuel or fuel vapor."

The combat losses of the Soviet Air Force were staggering: "VVS KA wartime combat losses amounted to 27,000 pilots, including 7,837 attack aircraft pilots, 11,874 fighter pilots, 6,613 bomber pilots, 587 reconnaissance aircraft pilots, and 689 support aircraft pilots."

There are 6 pages devoted to a description of the Il-2's construction and systems. I was surprised by the sophistication of the systems for what I had always thought of as a rather primitive aircraft.

Beside the 127 photos, the book includes 3 pages of scale drawings (3-views IL-2 AM-38 and a profile of the radial-engine Il-2 M-82); 8 pages of color profiles (9 single seaters - including one in Hungarian markings) and 11 two-seaters; and 4 pages of technical data.

This book is highly recommended for everyone interested in the Il-2 and the technical and operational details of ground-attack missions on the Eastern Front. The review copy is available from the SAFCH Sales Service for \$20.00 in the USA and \$25.00 elsewhere.



Yak-11/C-11: Fighter Trainer, by Albert Orlita. A Jakab Czech and English Publication #13. 112 A-4 pages. 137 photos. Hardbound. (2008) ISBN 978-80-87161-05-0.

The Yak-11, based on the Yak-3 fighter, became the Soviet Air Force's most widely used trainer aircraft. A total of 3,859 Yak-11 were produced between 1947 and 1955. From 1953, an additional 707 were licence-built in Czechoslovakia as the C-11. This book covers the history of the Czechoslovak built C-11.

The bane of all historians is the destruction of valuable documents by

short-sighted bureaucrats, as the following excerpt illustrates:

"As the former MoND Air HQ Material Command staff members may prove a special notebook existed to record every aircraft produced in this country, purchased for the Air Force, including engines and reserve aggregates. They safeguarded the notebook for 40 years like the proverbial 'apple of ones eye', whereas their younger successors of the Air Material Procurement Department in MoD Air Headquarters discarded it, because it was to them 'an excessive useless top secret document ...' "

While this book is limited to the use of the C-11 in Czechoslovakia, it does list the foreign users (and there are some nice color profiles of C-11 in foreign markings).

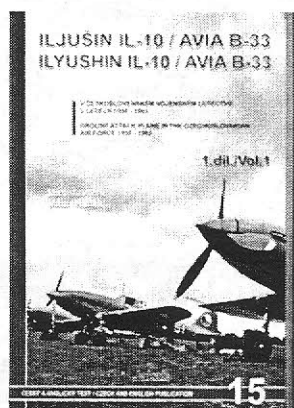
"Concise factory records refer the C-11s being delivered to Bulgaria, China, Czechoslovakia, Egypt, Hungary, Poland, Austria, and the USSR. If considering a variety of sources, we may find out that Yak-11s (or C-11?) also few in Albania (8pcs.), Algeria (12 pcs.), Afghanistan, Iraq (15 pcs.), Yemen, Guinea (8 pcs.), DDR (East Germany), Romania, Syria, and Vietnam."

One of the more interesting sections is the 12 page chapter "The C-11 flying over to Egypt" that describes in great detail of delivery of 22 C-11s to Egypt in 1964. Delivery by air was chosen because it was thought to be easier than shipment by sea. Events were to prove otherwise. This section includes 20 photos taken during the flight. The highlight of this adventure was when one of the C-11s ran short of fuel and had to crash land in a meadow on Cyprus between warring Turks and Cypriots. The discovery of photos of this event makes interesting reading: "Jaroslav Petira in his letter of December 1990 to the author: *Mr. Karel Beba also was taken to the spot with the accident investigation commission: he worked for ČTK during the Cyprus events. This gentleman made a series of very successful photos the next day, 28th March 1964, and he gave them to us*" The author then describes a series of serendipitous events that all researchers pray for: "Mr. Beba was luckily found in February 1991 (under an almost twenty-six year old address) and he, after a short search, found most of the negatives of the snapshots. He did not recall much of the event (for he was, as he said, fully absorbed in the Greece-Turkey battles

that broke out there), he was not familiar with aircraft, but his snapshots came out nice. Top documentary and high quality technical materials are not often found after so many years."

A bit of statistics: Of the 137 photos, 22 are color photos. Drawings include a color 3-view of an Austrian C-11 and 8 color profiles [Soviet, Egypt, Algeria, Poland, & Czechoslovakia (2)]. Three pages of scale drawings. Twenty-three technical drawings taken from a maintenance manual. 2 pages of data. And, a 2 page table "Complete register of C-11 aircraft and Yak-11 in Czechoslovakia".

This book cannot be recommended to the casual reader. However, if you're interested in the nitty-gritty details of conducting license production of an aircraft in Soviet-dominated Czechoslovakia, or in the vicissitudes of getting an aircraft into production, you will find this book a "Good read". The review copy is available from the SAFCH Sales Service for \$25.00 in the USA and \$30.00 elsewhere.



Ilyushin Il-10 / Avia B-33: Ground Attack Plane in the Czechoslovak Air Force 1950-1963, by Miroslav Irra and Milan Hanák. A Jakab Czech and English Publication #15 96 A-4 pages. Hardbound. (2008) ISBN 978-80-87161-06-7.

This book begins by describing the Soviets attempts to find a replacement for the famous ground-attack Il-2. The Il-10 entered service early enough to see action during the closing stages of WWII:

"On 2nd February 1945 a flight of Il-10 planes from 108th GAAR, led by Soviet hero P.A. Žigarini, flew the first attack on enemy tanks and motorized infantry in the region of the town of Sprottau on the river Nisa. Despite heavy defensive fire from the enemy, the Il-10

planes successfully carried out their task and all returned safely to base."

There is a small section on the Il-10 combat after WWII:

"Il-10 airplanes were again deployed in June 1950 in the Korean War. The Russians equipped the North Korean Air Force with their surplus propeller planes, but neither the 70 Jak-9 and La-11 fighters, nor the 62 Il-10 attack planes could prevail against the air power of the South Korean allies. ... In these air battles the North Koreans suffered considerable losses and quite often, only half the Il-10 planes returned from missions. This situation prevailed even after China sent 'People's Volunteers' to fight in Korea. The Chinese aircraft industry could not manage to equip their expeditionary forces with the required aircraft, so again the Russian helped out. They sent 445 MiG-15s, 250 Il-10s, 350 La-9, Jak-9 and Tu-2 planes."

After the end of WWII, the Czechoslovak ground-attack units were equipped with Il-2s that were the aircraft that had served alongside the Soviet air force. These aircraft has severe maintenance problems, especially with the disintegration of their wooded rear fuselage. Continued pleas to their Soviet friends for replacements or permission to license-produce the Il-10 went unanswered. Until:

"At a meeting of the Informbureau in Hungary in November 1949 Stalin announced, through his representative Suslov, his theory of a new world war which would break out in the near future, definitively bring the victory of socialism. Armies of countries within the Soviet block were to be fully armed and prepared for battle by the end of 1952. The Czechoslovakian arms industry was to play a significant role in this build-up."

The Il-10 was built in Czechoslovakia under the designation, Avia B-33, and it served the Czechoslovak air force with distinction for many years. "Despite its obvious obsolescence in the mid 1950s, the B-33 was still useful for combat at low altitude in flights and squadrons, assuming the crew was well trained and determined. Proof of this is on instance of an actual combat encounter of a Czechoslovakian B-33 on 4th November 1956 between 9:05 and 9:20am. The plane, piloted by Flying Officer Václav Samöel, belong to 1st Squadron 30th AAR, which was then deployed under security measures

following the Hungarian uprising. Samöel was carrying out an unguided air patrol in the region of the Czechoslovakian-Hungarian border near Komárno. While fulfilling the given task above Czechoslovakian territory, his plane was unexpectedly attacked three times and shot at by two Russian MiG-17 fighters. The B-33 pilot quickly forced his plane down to ground level and, flying at tree-top height, tries to escape towards Nitra, back to his home base at Piešťany. Despite this, his plane was hit many times by the attacking fighters. Although Samöel's gunner returned fire, after firing about fifty rounds his gun jammed and the defenceless gunner huddled on the floor of the cabin where the rear armour plating protected him from the rain of gunfire. Despite considerable effort and exertion of all their flying skills, the Soviet pursuers were unsuccessful."

"After a 15 min flight Samöel made an emergency landing at Piešťany airbase, his plane badly damaged by gunfire. Half the plane's elevator was missing, the propeller was shot through, the engine cover had been hit as well as the left wing, the pneumatic undercarriage system, the mid-wing section and a damaged control rod in the rudder booster tab which was obstructing the elevator, restricting its movement. Thanks to the sturdy armoured body the crew escaped injury." "Allegedly, the next day a rather sheepish note of apology was received from the Soviet forces in Hungary."

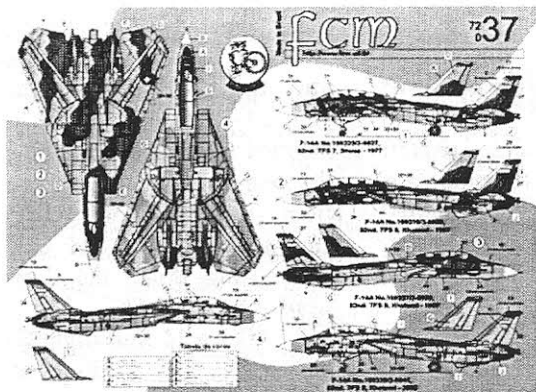
A bit of statistics: 96 pages. 72 photos. Color 3-view drawing (Czechoslovak). Color profile drawings [Soviet (4), Czechoslovak (2), North Korea (1), & USA (1)]. Seventeen color photos of external and internal details of a museum B-33.

This is obviously directed to a Czechoslovak audience – especially the 20 pages of appendices listing, among other things, the crew of every B-33. However, I found the sections of the difficulties the Czechoslovaks had getting help from the Soviets until Stalin decided to use them as "cannon fodder" for his planned invasion of Western Europe revealing. It is recommended to anyone interested in this period of the Cold War. The review copy of the book is available from the SAFCH Sales Service for \$25.00 in the USA and \$30.00 elsewhere.

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Three new decal sets have been received from FCM Brazil. The front page of the instruction sheets for these decals, as shown below, illustrate in full color the painting and decaling for these sets. In common with all FCM sets, the decals are in perfect register with vivid colors, and contain all national insignia, unit insignia, serial numbers, and stenciling to finish all aircraft illustrated. All colors are identified by the FS595 equivalents.

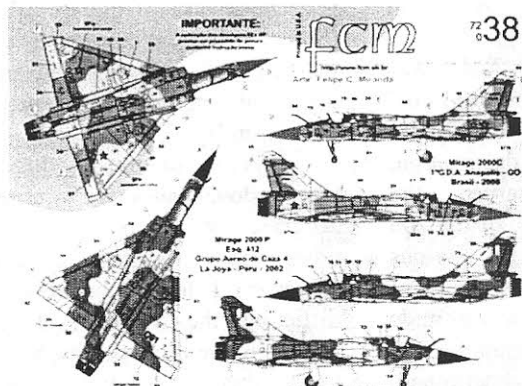
These sets continue the high standards set by the previous FCM decals and can be recommended without reservations.



Iranian Grumman F-14A Tomcat. 1/72-scale decals. FCM 72-037. Website: www.fcm.eti.br.

Decals are provided for four F-14A: Three in a topside camouflage of Yellow Sand (33531), Brown (30117), and Dark Green (34092) with undersides Light Gray (36622): (1) IIAF No. 160325/3-6027, 82nd TFS 7, Shirz – 1977; (2) IRIAF A No. 160318/3-6020, 82nd TFS 8, Khatami – 1987; (3) IRIAF No. 160337/3-6039, 82nd TFS 8, Khatami – 1987. The fourth Tomcat, No. 160339/3-6041, 82nd TFS 8, Khatami – 2003, is camouflaged in Light Gray (3662) and Light Blue (35450) topside with Light Blue (35450) undersurfaces.

The decal sheet measures 130 mm by 65 mm. The back of the instruction sheets shows the undersides for both Tomcats. This set is available from the SAFCH Sales Service for \$10.00.



Dassault Mirage 2000: Brazil & Peru. 1/72 scale decals. FCM 72-038. Website: www.fcm.eti.br.

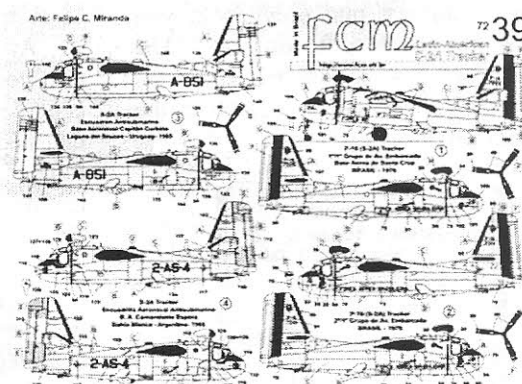
Decals are provided for two aircraft: (1) Mirage 2000C, 1^o G.D.A. Anapolis, GO. Brazil – 2006. This aircraft has its

upper surface camouflaged in Blue Gray (35190) and Light Blue Gray (35526) with the undersurfaces in Light Blue Gray (35526). (2) Mirage 2000P Esq. 412, Grupo Aero de Caza 4, La Joya, Peru -2002. The upper surfaces are camouflaged in Field Drab (30118) and Armour Sand (30277) with Light Ghost Gray (36375) undersurfaces.

The decal sheet measures 125 mm by 90 mm. The back of the instructions shows the placement of the multitude of stenciling provided on the decal sheet.

In an innovation for FCM is the inclusion of pre-cut masks for the Brazilian national insignia. FCM explains: "Some markings are painted using one of the camouflage colors. Once it is difficult to make a decal using a color in harmony with the paint used by the modeler uses, a solution for perfect finishing is to allow the modeler makes on his model the markings using the same paints of camouflage with pre-cut masks." This decal set includes a page of instructions on using the masks.

This set is available from the SAFCH Sales Service for \$10.00.



Grumman S-2A Tracker: Brazil, Argentina, & Uruguay.

1/72-scale decals. FCM 72-039. Website: www.fcm.eti.br.

Decals are provided for 5 aircraft: (1) P-16 (S-2A) Tracker, 1^o/1^o Grupo de Av. Embarcada, Base Aerea de Santa Cruz, Brazil – 1976. (2) S-2A Tracker, Esc. Aer. Antisubmarino, B.A. Commandante Espora, Bahia Blanca – Argentina – 1965. (3) S-2A Tracker, Escuadron Antisubmarino, Base Aeronaval Captain Curbelo, Laguna del Sauces, Uruguay – 1965. (4) P-16 (S-2A) Tracker, 2^o/1^o Grupo de Av. Embarcada, Brazil – 1976. (5) UP-16 (S-2A cargo) Tracker, 2^o/1^o Grupo de Av. Embarcada, Brazil – 1978.

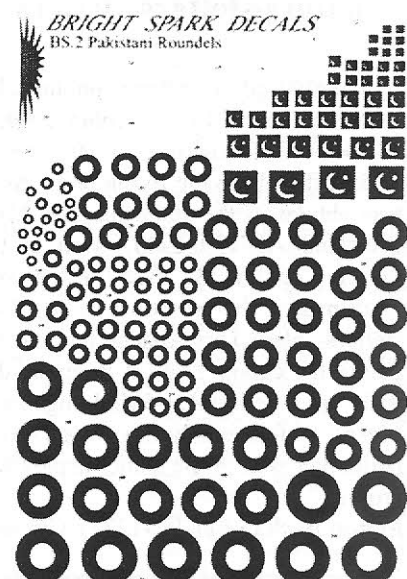
The decal sheet measures 130 mm by 200 mm. Particularly welcome are the anchor symbols for the Argentine and Uruguayan Trackers as well as the complicated naval insignia for the Argentine aircraft.

The back of the instruction sheet contains a side-view of the Brazilian UP-16 and top and bottom views of all the aircraft Trackers. A second sheet show the placement of the numerous stenciling provided on the decals sheet.

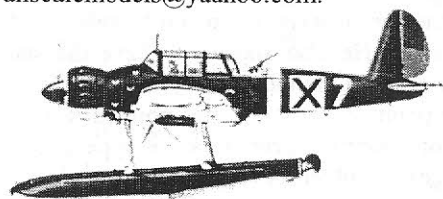
This set is available from the SAFCH Sales Service for \$12.00.

"I started **Bright Spark Decals** (BSD) about five years ago, producing BS.1. It sold out very quickly, and a couple of years later I issued BS.2 (and BS.3, Egyptian pre-1952 roundels, unfortunately now all gone), followed by double sheets BS.4 Swiss roundels and serials, and BS.5 Austrian roundels and codes, also now all gone. I have had re-printed BS.1 and BS.2, and at same time BS.6 Saudi roundels. I have about 30 left of each. The cost for each sheet is £6.99, plus £1 contribution to postage outside of EU per order. I have a PayPal account as per my email address, and will accept cash in USD or Euros by post."

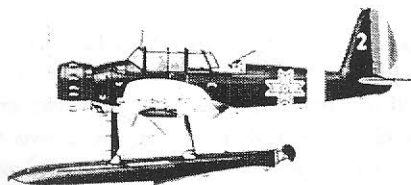
Mick Burton (SAFCH #303), 2 Gloucester Road, Waterlooville, PO7 7SJ, England. E-mail: ma_burton@hotmail.com.



Ten new decals have arrived from **All Scale Decals**. These decals are well-printed and include instruction sheets with color illustrations of the camouflage patterns with side and plan views. These decals are available from the SAFCH Sales Service for \$3.00 each in the US or \$4.00 each elsewhere. They can also be obtained directly from All Sale Decals, 757 Emory St. #106, Imperial Beach, CA 93032, USA. allscalemodels@yahoo.com.

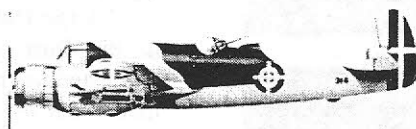


Bulgaria Ar 196. 1/72 Scale decals, 70 mm by 47 mm. The story of the Bulgarian Ar 196 was printed in SAFO #120 (a reprint from a French-language article). The aircraft was black green over light gray. The instruction sheet includes a color profile view and a color split plan view. The fuselage band is yellow.



Romania Ar 196. 1/72-scale decals, 102 mm by 50 mm. In the article mentioned above, it is explained that the Romanians

never used the Ar 196. However, the instruction sheet lists several references that refute this claim. This would not be the first time, nor the last, that an erroneous claim has propagated in the literature. The color scheme is as described above but with yellow spinner and Eastern Front markings.



Dominican Republic Bristol Beaufighter, 1/72-scale decals. 67 mm by 80 mm. The color scheme is late WWII overall light gray with green bands on top. Color side and plan views are included. The Frog kit will need to be modified to represent a Mk. X.

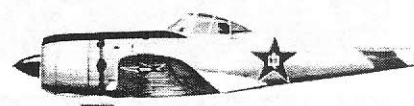


Hungary Focke-Wulf Fw 189. 1/72-scale decals, 67 mm by 40 mm. Color scheme is Luftwaffe green over light blue.



Czechoslovakia He 219. 1/72-scale decals, 127 mm by 58 mm. Decals are provided for two a/c: '31' in dark green over light gray and '34' in earth brown

over light gray. I built '31' many years ago, but my colors do not match those of these decals. This is important since the decals are printed with the background colors included (thereby avoiding awkward cutting out of the numbers). I like the ASD color better than mine.



Chinese Communist Nakajima Ki-84-Frank. 1/72-scale decals, 130 mm by 23 mm. It was overall bare metal with black anti-glare panel and grape-red spinner.



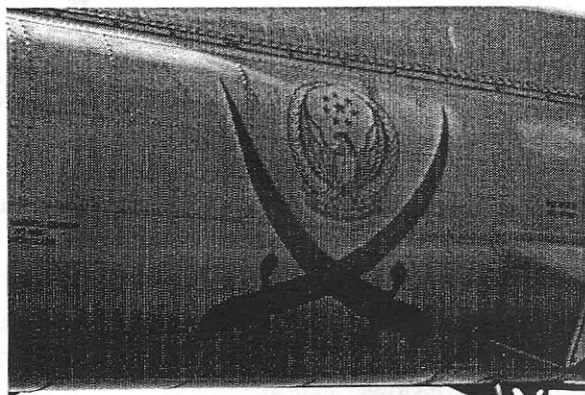
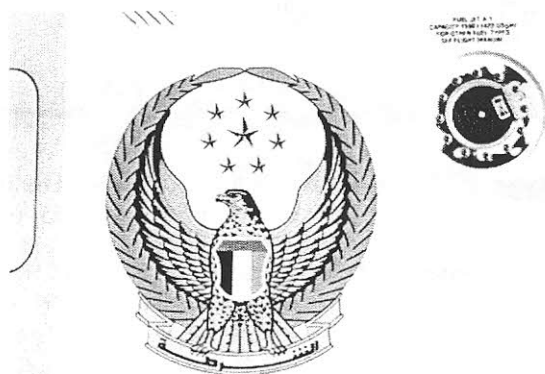
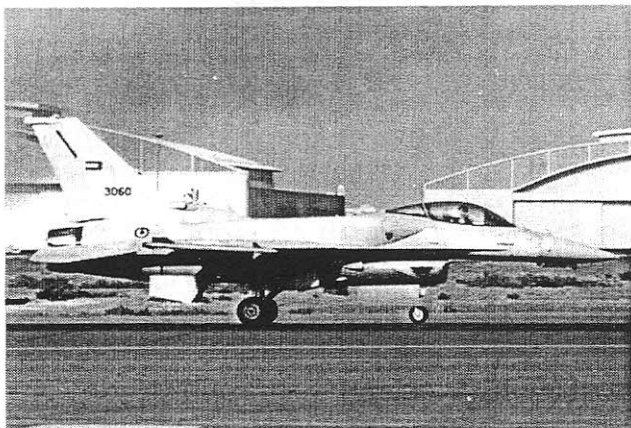
Manchukuo Nakajima Ki-43 Oscar. 1/72-scale decals, 95 mm by 50 mm. This overall light gray Oscar served with the Manchukuo (aka Manchuria) Army Air Corps in 1944.



France Nakajima Ki-43 Oscar. 1/72-scale decals, 60 mm by 55 mm. The overall light gray Oscar served with the French in Indochina in 1945.

"Enclosed are several photos taken at the Dubai Air Show between 15 and 19 November 2009. (1) UAE Air Force F-16E Block 60 3060, taxiing out for the flying display. F-16E 3060 took part daily in the flying program while F-16E Block 60 3066 was shown in the static display. (2) Abu Dhabi Police Agusta Westland AW139 P-207 seen in the static display. (3) The marking on AW139 P-207 of the Abu Dhabi Police. (4) Group markings on the tail boom of AH-64D Apache 065 that was on static display. This Apache had the FMS serial 06-6468 painted below the canopy, and it is reportedly the former AH-64A 92-0507 upgraded to AH-64D Longbow configuration by Boeing at Mesa. Unfortunately no clear shot was available since the helicopter was in the static display with lots of stuff and people around."

Martin Bach (SAFCH #1275), Germany.



"SAFO #131 arrived safely during our winter snow crisis! Just a minor point, the Brewster 239 is actually the VL Humu. It was an attempt to increase the quantity of Buffaloes without using strategic metals, hence the metal frame is plywood covered. [Finland has a lot of wood!] Alas it was 250 kg heavier and the engine wasn't powerful enough to give a decent performance, so HM-671 is the only one built!"
Malcolm Barratt (SAFCH #1716), England.

"Finally a bit of a lull around here and I was actually able to sit down and have good read of SAFO No.131.

"Was very pleased to see Tony Sapienza's most welcome exposition on the Bell 47/H-13H series in Paraguay, which I am certain will answer many long-standing questions relating to these aircraft.

"Jorge Delgado continues to make a very good contribution in the form of his side-view drawings. Readers might be interested to know that the FAEC Beech 35 Bonanza's (all six of them) carried the rudder markings on both side of both rudder/elevator structures. He also appears to have the star on the FAEC national insignia in the incorrect orientation. Contrary to reason, the single point of the white star pointed downward inside the triangle, not upwards. Jorge does not appear to show the distinctive two-color rudder/elevator colors used on the Forca Aerea Brasileira's aircraft. At least one source states that the FAB designation for these aircraft, at least initially, was UC-35, although it may have been simplified to C-35 later. Another source states that the FAB designation was UC-88. The Brazilian aircraft were all Model A35's.

"I was very glad to see the Paraguayan side view, as I have never seen an illustration of one of these FAP aircraft. The code T-11 appears to have been used twice, the last use on a Model H35. The FAP appears to have utilized as many as 12 Model 35s of various flavors.

"Nils Treichel's drawings of small air forces Bell 412s was also welcome, but would have been aided by a bit more detail in the captions, as I could not make out the serial number on the Jamaican aircraft. I think I see JDFH-25 (the other two were JDFH-23 and -24) and were model 412EP *Griffins*. Likewise, the registration on the Guyana Defense (note spelling) Force 412 is supposed to be 8R-GFP. I was surprised to see it still operational c.2004, as the last report I had for it was in June 1990."

Dan Hagedorn (SAFCH #394), USA.

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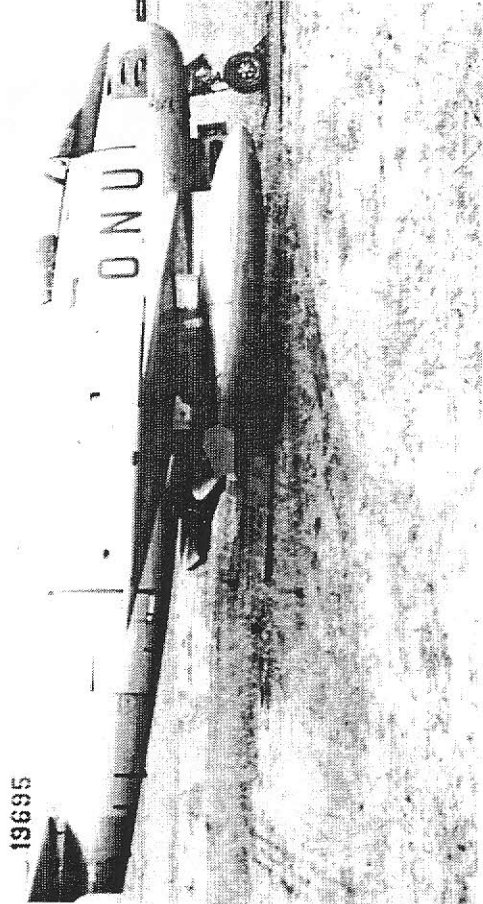
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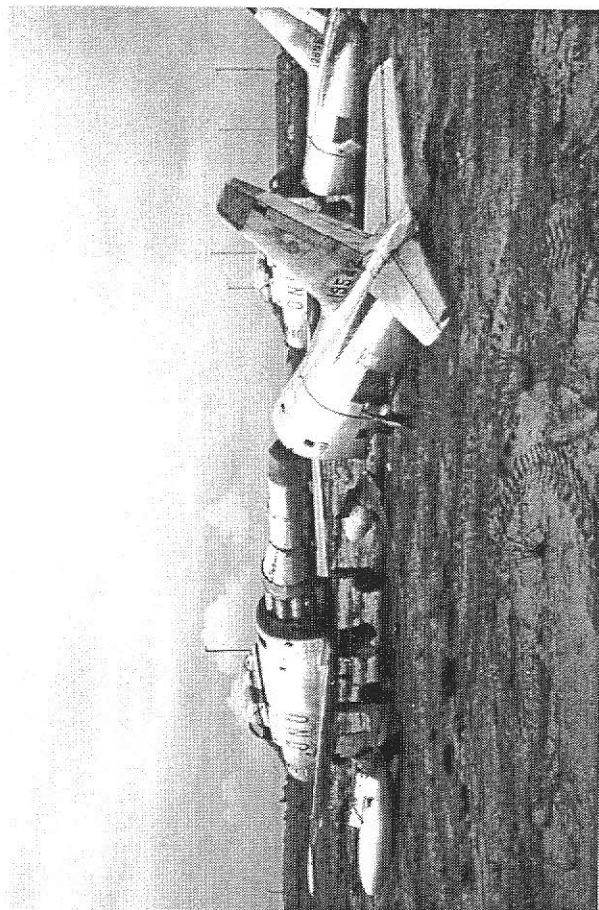
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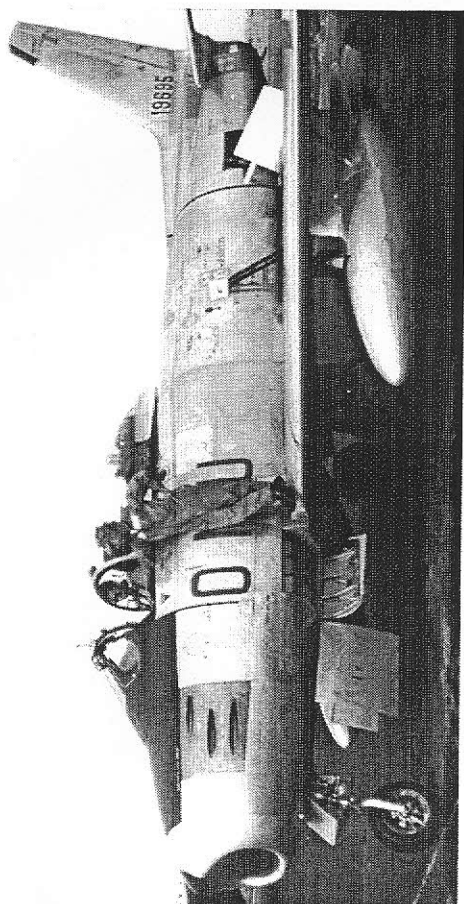
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Tempest	3.00				
Typhoon	3.00				
Westland Lynx	3.00				
BF-109E	3.00				
F6F-3 Hellcat	3.00				
P-51D Mustang	3.00				
TECHMOD Poland (1/48)					
Polish Fokker V.VII	10.00				
Dornier Do-217K	5.00				
TOM Modellbau					
East German Insignia (1/32)	16.00				
East German Insignia (1/48)	8.00				
TRAVERS Russia (1/72)					



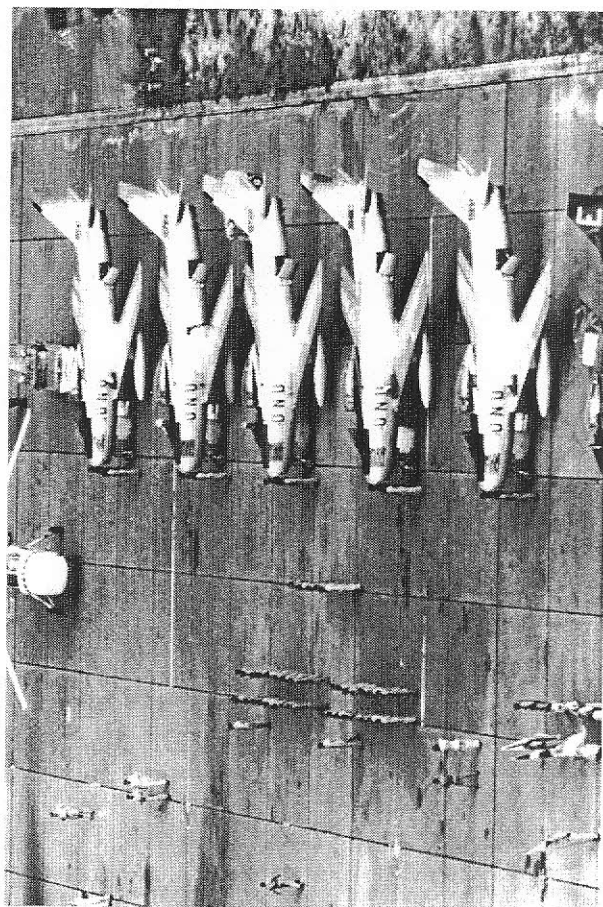
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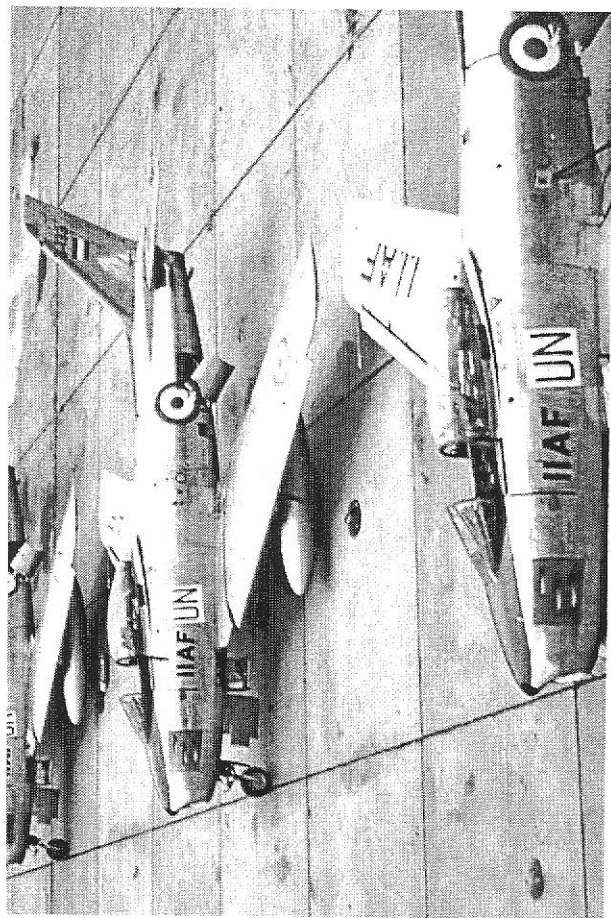
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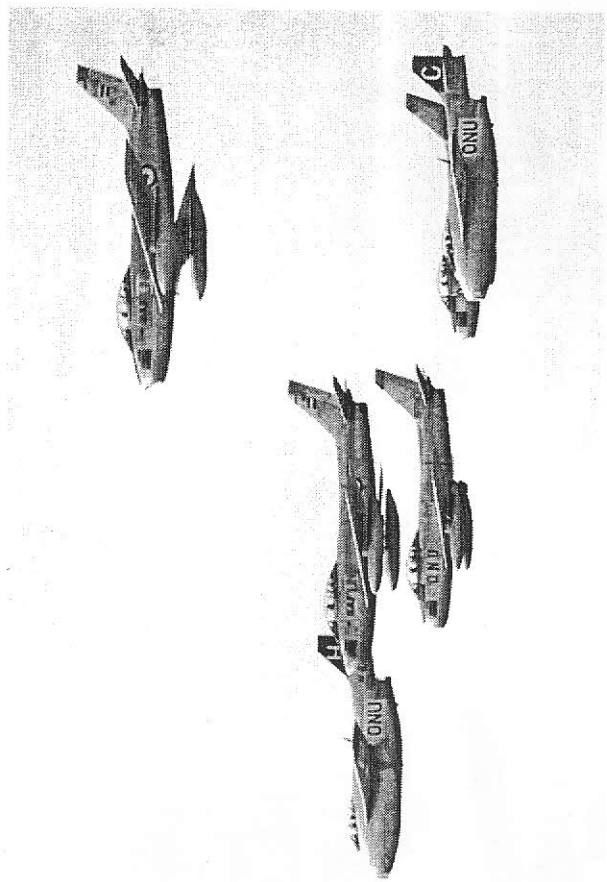
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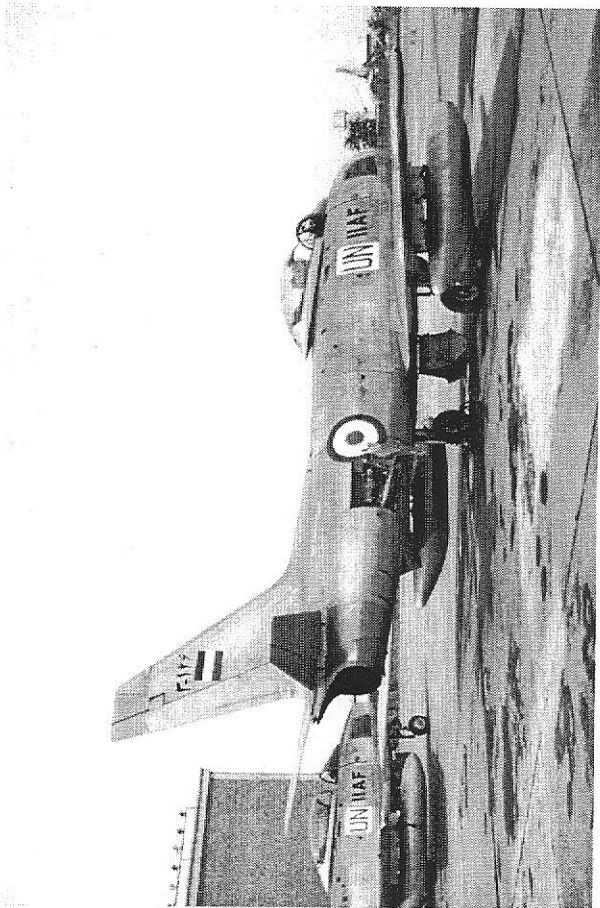
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